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MARRIAGE. On August 23rd, at St. John's Cathedral Hongkong, by the Rev. A. B. Thornbill, M.A., Asst. Chaplain, JOHN TULLY, only son of Mr. and Mrs. J. T. Tully, of Sunderland, to GER-TRUDE ELIZABEDIC TERRY, second daughter of Mr. E. W. and the late Mrs. Terry, of Leytonstone, Essox.

DEATH. DHUNJEEBHOY DORABJEE (proprietor of King Edward Hotel), at his residence, Parsue Villas, Robinson Road, at 1.30 a.m. Wednesday, the 23rd inst., aged 62. Deeply _Shanghai, Japan and Bombay papers please

CONGRONG OFFICE: 10A, DES VEUX ROAD C

LINDON OFFICE: 131, FLEET STREET, E

Hongkong, August 24rh, 1911.

The news we publish this morning regard. ing the aegotiations between France and Germany arising out of the Moroccan stamp of authority. The news has been "allowed to leak out" as a balon d'essai, and been interrupted for several days. such protests in both countries that further that she should give up a large slice of strip of territory sandwiched between Ashanti and the French territory of Dahemey. Its area is given as 33,659 miles. French Congo

According to the information published recently by The Times, the "large slice" of French Congo, which it is suggested France should exchange for Togo Land, represents an area of at least 200,000 square miles, with two existing ports at Libreville and Loango. By this the area of the German Cameroons would be doubled and, "it would leave the German territory on the Gulf of Guinea divided from German South-West Africa only by the narrow strip of the Congo State which reaches down to the Atlantic. and by the Portuguese Colony of Angola." If it be true that Germany is also asking for the contingent reversion held by France over the Congo State, it is clear that her ambition is to possess the whole coast line from Nigeria to British South Africa. France the Fire, Marine, and Accident departments, would be entirely cut off from communication with the Atlantic, except through German or Belgian territory. We can understand why the people of France should protest against the conclusion of such an agreement, but recommend the payment of a dividend of eight why there should be protests in Germany it shillings per share (less income tax), making, is not easy to surmise. It would be a with the interim dividend paid in November magnificent stroke of business for Germany if the at angement she has proposed were accepted, by which one strip of territory is. exchanged for another six or seven times as large, and likely to become infinitely more important. The Echo de Paris, discussing last month the reported German domands for "compensations" in the French Congo, stated that the Gabun torritory (the" large slice." to which to-day's telegram doubtless | Company at its own risk was £1,913,116. The refers) is inhabited by the most energetic. race in that region, the Pahouins, who number three or four millions and who lord it over the neighbouring tribes. The territory is of great value on account of the valley of the River Ivindo, which becomes mayigable during the two rainy scasons for a distance of 300 miles and has many navigable tributaries, which would be of the first importance for the Cameroons. All that would remain of the French Congo, a country which has been developed at a great cost of French blood and treasure, would be "a narrow strip with no very promising future." Above all, the Paris, journal urged, the cossion of Libroville would be a very grave sacrifice. It is described as the finest harbour in Western Africa, with the exception of Dakar, and as the only French mival baseon that coast, with the same exception. It is already a town with many inbabitants, well built and prosperous, and destined to be the chief commercial centre territory for Togo Land would manifestly be splendid bargain t Germany. But the telegram leaves us totally in the dark as regards the bearing of these demands on the situation in Morocco. Is this exchange of territory the price demanded by Germany for reacting her warships from Agadir? Or is she also offering to relinquish all or. any of the economic rights she possesses Morocco? If so, it may be worth the while of the French Government to conclude the bargain, but if there is no! such understanding as regards Morocco ! there can be no guarantee that what has recently happened will not occur again.

The Hippodrome and Circus at Causeway Bay continues to attract large audiences nightly The next matines is on Saturday.

A telegram from the Manila Observatory yesterday reported a typhoon in the Pacific Islands and Luzon, moving W.

An office boy from the O iente Cigar Factory at Yaumati was convicted at the Magistracy yesterday of stealing cigars and sent to prison for 14 days.

In consequence of the fire on board the Holt steamer A. tilochus, at Port Said, on her last voyage home, discharge of the cargo was begun on July 18th and was expected to continue for four days. About 1,900 bales of homp had to be discharged, and her cargo of pineapples, presamably shipped at Singapore, is described as

What has become of the Siberian mail? The last received came down from Shanghai by the English mail steamer last Friday, the latest difficulty cannot be said to give promise of London dates being July 29th. It is now the an early settlement. The Times, a month or 24th August—an interval of 27 days, and no six weeks ago was able to give its readers Siberian mail is yet announced as having some idea of the nature of the negotiations, left Shanghai. We can only suppose the and we now get it confirmed under the delay to be due to the damage done by storm recently to the South Manchurian Railway. The through railway service appears to have

Two Korean accomplices of the assassin who negotiations on the present basis will be killed Prince Ito have just been liberated from difficult. Germany has suggested to France | the penitentiary at Port Arthur, in which they have served a term of eighteen months. They French-Congo for Togo Land, the narrow were escorted to Harbin and liberated. One of them has a Russian wife, with whom he has kept taking place in China, the question of providing duty immediately. up correspondence. The other is a lad of only, parks and playgrounds will not, it is believed, 20 years, Ryntoka by name, son of a Chinese doctor at Pogranichnaya. The third was is a very extensive territory bordering surrendered to the Korean police after the trial | the Consul, come a demand for foreign sporting the Congo Free State on the South and East at Port Arthur was over, on some fresh charge and the German Cameroons or the North | brought up against him, and he died in prison nd West, but is indefined to the North-east. there.

Two coolies were at the Magistracy yesterday. charged with dumping night-soil at Whitfield Barracks, Kowloon, and were ordered to pay \$25 each or go to prison for six weeks.

At the Magistracy Yesterday J. P. Mac Henry and A. E. Gannon appeared before Mr Hazeland charged with having been found with a quantity of opium in their possession in a house at Podders' Hill. MacHenry was also charged with being in possession of an offensive weapon. a pair of knuckle dusters. Mr Hoggarth, chief excise officer, appeared and stated that he wished to add a second charge against the second defendant of aiding and betting. This was done, and the case remanded.

The annual report of the Commercial Union Assurance Company, Limited, shows that the sums carried into profit and loss account from amount to £320,000, out of which the sum of £250,000 has been applied towards reducing Cost of Businesses acquired." The balance of this account is £158,522. 14s. 8d. carried forward to 1911, and out of that amount the directors last ififteen shillings per share (less income tax on eight shillings) for the year 1910. Provision has been made for payment of an interim dividend on account of the year 1911 of eight shillings per share (less income tax), to be paid on the 9th November next. In the Life department the new business of the year consisted of 3,645 Policies for £2,045,039. of which amount £131,973 was recassured with other offices, and the net amount retained by the claims by death of £173,778 were within the amount expected. As a result of the year's transac. tions the Life Assurance Fund was increased by £392,606 to £4,335,832. During the year an agreement was completed, by the trausfer of the shares into the name of this Company, for the purchase of the undertaking and assets of the Ocean Accident and Guarantee Corporation, Ltd. The transaction involved, in addition to a payment in each, the reation of £861,540 Four per cent. terminable Debenture Stock.

DEATH OF MR. DORABJEE. Mr. D. Dorabjee, who, next to the late Sir Hormusjee Mody, was the best known among the Parsee residents of the Colony, died yesterday morning at 1.30 o'clock at his residence, Parsec Villas, Robinson Road. One of the oldest residents of Hongkong-having been in the Colony for '5 years—the deceased, although not so prominent in the public eye as the late Sir Hormusjee, was well known in the Far East as the proprietor of the King Edward Hotel. A man of quiet, unassuming manner and of retired habits, he was nevertheless perfectly genial in country with fifin. The contributed handsonieever ready to help the needy and indigent. He was a member of the Hongkong and Shanghai Jockey Clubs. It is a proof of Parsec enterprise that the late Mr. Dorabjee, although his business was entirely confined to Hongkong, was one of the promoters of the Dai Nippon Hotel Co., a flourishing concorn owning five hotels in Japan, and was the only non-Japanese official on the directorate. The deceased had just been contemplating going home when the grim shadow of death intervened. He leaves a widow and a mother aged 85, to whom at her age the death of her

only son is a cruel blow. Deceased was buried in the Parsee Cemetery at Happy Valley yesterday afternoon, many friends following his remains to their last resting place Among others who sent wreaths were the following : - Messrs_ (l. C. C. Master, H. J. Gedge, T. Kusamote, J. H. Seth, Mr. and Mrs. | law.") A. Seth, Mr. A. V. Apcar, Mr. E. E. Smith, Captain and Mrs. Passmore, Messrs. D. Dolly, Ocean about halfway between the Marians A. K. Rahman, Choi Choy, Sni King, Ah Kie, Shiu Lai, Chan Yau Kan, the staff of the King settling the North Eastern dispute. Edward Hotel, the Kowloon Hotel and the Victoria Recreation Club.

WIRELESS STATION AT DAIREN.

The new wireless telegraph station, now building at Dairen, will be completed by the middle of October next. The station will be equipped with power which will make it possible to transmit messages to a distance of 650 nautical miles by day and 2,000 miles at night. The Kobs Maru and Saikyo Maru, on the Shanghai service; which are under the jurisdiction of the Governor General's Office, will be fitted with wireless telegraph apparatus in November." The Osaka Shoson Kaisha's four liners, which are now on the Kobe-Dairen service, are under the orisdiction of the Department of Communications, and there are no funds available for the installation, but steps will be taken to equip at least two steamers with wireless telegraph apparatus. - Japan Mail.

RECREATION PARKS FOR THE CHINESE.

The United States Consul at Antung reports that much interest has developed there lately Chinese. The question of providing recreation parks for the Chinese, be affirms, is one of the utmost importance. The Chinese dwellings are generally close and poorly ventilated and usually haddled together in a congested mass, and few sanitary measures have been taken, as a rule. It follows that the health of the Chinese is seriously impaired, and open parks and squares needed in most of the large cities. The Chinese are coming to realise this fact, and with the be entirely overlooked. With the growth of recreation_grounds, gymnasiums, and other such places for physical improvement will, adds goods, lookers, and many other such devices which are now manufactured for places of general amusement.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

THROUGH REUTER'S AGENCY.

THE STRIKE MOVEMENT.

DISCUSSION IN PARLIAMENT.

London, August 23rd. Mr. Barnes said he was very disappointed at the terms of the settlement. Never-

theless, the men will give the Commisstor a good chance, but they must deal with the recognition of the unions and secure better conditions for the men. If not, there will be another strike, and he would do

everything to assist it? Mr. Ramsay Macdonald commended the settlement and praised the temper of the employers and men. If the same good relations obtained in the future, then the last would be heard of railway strikes in ou generation. The Home Office, however, had played a most diabolical part in this unrest. employers; and Mr. John Burnett, Labour for Leith Burghs, and others, has been negotiations. They made the men more inclined to fight than to settle. He also

deprecated the reckless military display. Mr. Austen Chamberlain said if any com- employment of troops. plaint was to be made it was that the Government had not taken effective mea- | repudiated the charges that the Government sures earlier. The Opposition would heartily | sided with the capitalists, and remarked support any measures against the brutal that Mr. Keir Mardie's attack was ntimidation of non-strikers.

Mr. Winston Churchill, in reply to Mr. have led to a total lack of employment, and precautions till order was restored. starvation, a catastrophe unparalleled in history. The emergency justified the force to protect the food supply, and he was adjourned until October 24th. convinced that he would be supported therein by the good sense of the mass of the people. It was true that some people were killed. but the Government measures averted an incalculable number of tragedies.

DO FORM OF THE OWNER THE THE PROPERTY OF THE PARTY OF THE ly to the Zoronstrian Charity funds, and, as is | sea and Sheffield have struck in sympathy characteristic of all well-to-do Parsees, no was with the non-reinstated men on the Midland

> Liverpool is unchanged, except that the scavengers have returned to work.

Furious rioting look place at Tredegar, Ebbw Vale, and Rhymney. Attacks were made on the Jewish traders. The Riot Act was read, and combined police and military charges cleared the streets. Many were sent to hospital, including police.

In reply to numbers of questions, Mr. Churchill explained that the officers commanding troops were given discretionary powers, and they would continue to enjoy them. (Cheers, and Labour cries of "Martial

Mr. Buxton announced that a de- a practical joke. putation had gone to York with a view to

Though the representatives of the railway men are still sitting to consider comsince yesterday's Conference, everything is working much smoother.

THE COMMISSION.

The terms with reference to the Railway Commission are to investigate the working of the Conciliation Scheme of 1907, and to report what changes, if any, are desirable, with a view to a prompt and satisfactory settlement of differences.

RIOTING IN MONMOUTHSHIRE VALLEYS.

There was renewed rioting last night in Monmouthshire Valleys, and practically the with regard to parks and playgrounds for the valleys is seething with a mass of disorders. The military were called out in several

> NORTH EASTERN DISPUTE SETTLED.

The North Eastern dispute is settled, and the leaders have advised the men to resume

THE TURF.

London, August 23rd. Sunstar, the Derby winner, was scratched from the St. Leger at 1.12 p.m. yesterday.

THEOUGH REUTER'S AGENCY.]

ADJOURNMENT-OF-PARLIAMENT

MR. KEIR HARDIE'S CONTEMPTIBLE ATTACK.

London, August 23rd.

Mr. Asquith, in a scarcely-audible-voice, moved the adjournment of the House of Commons until October 24th. He emphasised the fact that the thanks of the nation were due to all who were contributing fewer words said about the past the better." He announced the names of the Commission appointed, viz., the Rt. Hon. Sir David Harrel, P. C. (Chairman), Sir Thomas Ellis, Secretary to the Mine Owners' Association, and Sir Charles Beale, Vice-Chancellor of the Birmingham University, for the Its bulletins gave offence and hampered Correspondent of the Board of Trade, and published. Mr. Arthur Henderson, M.P., for the men. Mr. Keir Hardie made h violent onslaught upon the Government for allowing the

contemptible.

Mr. Winston Churchill announced that Ramsay Macdonald, vigorously defended he was hopeful of a settlement of the strike the Government's policy. If the strike had at Liverpool, but stated that Government proceeded as its organisers intended, it would | had no intention to relax military and police

The Commons have rejected, by 93 votes to the fund measures taken, which were absolutely con- 18, an amendment by Mr. Keir Hardie that stitutional. He maintained that it was the the adjournment of the House should be duty of the Government to exert its whole | until the 28th inst. Parliament was

> THE FRANCO-GERMAN NEGOTIATIONS.

LONDON, August 23rd. The protraction of the Franco-German

slice of the French Congo has been suggested. Though the strictest secrecy! has been observed, this information was apparently allowed to leak out in order to test public opinion, and the proposal has raised such protests in both countries that further negotiations on this basis will be difficult.

FAMOUS PORTRAIT MISSING FROM THE LOUVRE.

London, August 23rd. ' Vingis La Joconde," one of the world's most famous portraits, has disappeared from the Louvre at Paris.

It is thought that its removal is possibly

THE DROUGHT IN INDIA.

London, August 23rd.

The condition of Simla is slightly more hopeful, but Rajputana and Gujerat; and most of the Punjaub are still critical. Delhi continues rainless. The military mandeuvres before the Durbar are daily becoming more unlikely.

> TWO ADMIRALS DEAD. London, August 23rd.

The death is announced of Admiral Lord

Charles Scott and Admiral Cragie.

He served in H. M. S f. Jean d'Acre in the Russian war in the Baltic in 1854, and in the Black Sea in the following year; in H. M. S. Rolligh in the China War in 1857; and with All the steamers of the Atlas service belonging whole of the upper portion of the western H. M. S. Pearl's naval brigade during the to the Hamburg American line are seen to be Indian Mutiny, 1857-58, when he was equipped with wireless telegraph apparatus of mentioned in despatches. He commanded the same system. H. M. S. Icarus from 1868-71 during the troubles in Formosa; was promoted to Captain in 1872; and was flag-captain in the Flying Squadron, 1875-77. He was captain of the Baccharte from 1879.82, in which ship Prince Albert Victor and Prince (now King) George served as midshipmen. He was Commander-in-Chief of the Australian Station from 1889 to 1892 and Commander-in-Chief at Plymouth from 1899 to 1902.

Admiral Robert William Cragio entered the Navy in 1863. He served in the Kaffir War 1877-78, and in the Zulu War 1878-79, when he was mentioned in despatches," promoted, and received the medal and clasp. He received the Royal Naval College prize for steam and naval architecture in 1887, and the gold medal of the Royal United Service Institution in 1892. the same year deceased was senior naval officer at Singapore.]

[THROUGH REUTER'S AGENCY.]

THE REBELLION IN PERSL London, August 23rd.

The Times correspondent at Teheran reports that the ex-Shah's forces have been utterly routed at Savadkuh.

THE WAR CLOUD IN EUROPE.

A few insurances on account of the risk of a war in Europe, were done at Lloyds yesterday, including half-a-crown per towards peace-(cheers) -and he added, "the cent for three months on large contract shipments of coal from Britain:

SCOTTISH HOME RULE.

London, August 23rd.

The Scottish Home Rule Bill, supported by Sir J. H. Dalziel, M.P. for Kirkealdy Burghs, Mr. R. C. Munro Ferguson, M.P.

PEDESTRIANISM.

London, August 23rd. Reuter's correspondent at Sydney telegraphs that Holway beat Trembath for the Mr. Lloyd-George, replying, indignantly world's professional championship in the quarter-mile flat race by three yards. The time was 50 4/5 secs.

CORRESPONDENCE.

THE CORONATION SURPLU

TTO THE EDITOR OF THE "HONGKON ILY PRESS."

Sin,-After reading your leading article in to-day's paper it is obvious that no suitable and at the same time usoful memorial can be erected which would be equally beneficial to all the different nationalities who subscribed towards

A Public Welcome Fund is scarcely appropriate enough. There will be nothing to be seen in the Colony whatever to remind us of the great event,

We want those who will be here in a few years' time (for the nature of our European population is of a coming and going natura) to realize that we did not let the opportunity pass without doing something to show our loyalty.

Might I suggest, seeing it is scarcely practical to return a proportionate share to each subscriber—and which I am sure they do not subscribed by each nationality be made? For The exchange of Togo Land for a large instance, the German Community subscribed. say, \$7,800. Roughly, the sum or share of the surplus which would be returned would be \$2,500. With this it would be possible to erect. some small memento of a nature to be settled amongst themselves. It might be placed in the German Chapel or the Gorman Club, This would be a graceful tribute, I think, to the King and the Colony where they reside.

I might say the same of the Portuguese. Their share, about \$500, might be devoted to some small memento suitably inscribed. This or those small mementoes would indicate, in the future, that the Coronation of King George V. was celebrated in Hougkong amongst all classes right layally. simply make this suggestion. The practical carrying out, of course, would be left to the

different nationalities themselves. I do not think it would be difficult to find plenty of openings for a disposal of the British share. If devoted to Coronation Bursaries for British children at British schools, it would be a fitting and much needed institution. enclose my card, Yours, &c.

SCOTIA, P.S .- Should the Chinese wish, they could dispose of their share amongst Chinese Hospitals or Charitable Institutions. It would also enable the British population to help along the Missions to Seamen Institution without feur of the discrimination suggested by the Chairman. Debt and lack of funds. is always a heavy handicap, and money being not too plentiful in these times of dull trade and rising rents, the surplus would do more immediate good than lying idle for an indefinite period, porhaps years.

WIRELESS ON BLUE FUNNEL LINERS.

The steamship Titan, of the Ocean Steamship. Company, Ltd., Liverpool, which arrived at Tacoma lately by the way of Suez and the [Admiral Lord Charles Thomas Montagu. Pacific, is equipped with Telefunken wireless. Dougles-Scott entered the Royal Navy in 1853. | telegraph apparatus. The other steamers belonging to this line owned by Messra. Alfred Holt & Co., Liverpool, are likewise equipped with Telefunken wireless apparatus.

PRINCE OF WALES, CARNARVON!

A Court official tells of an incident of the Investiture at Carnarvon almost as amusing as that of the missing sword of State, which by some mischance failed to arrive, necessitating the using of the Chester civio sword. In the course of the memorable day, a telegram reached the l'ost Office addressed "Prince of Wales Carnarvon." It was handed to a boy messenger_ in the ordinary course, and without any special instructions, and he marched off with it to the Prince of Wales Hotel, Bangor Road. The landlord opened the missive, and was aghast when he read the contents. It was a message. of congratulations and good wishes to Prince Edward on his investiture as Prince of Wales from the German Emperor. Steps were at once taken to have the telegram delivered in the proper quarter.

SUPREME COURT. Wednesday, August 23rd. IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

AOTION FOR REVERSION OF JUDGMENT The Full Court (their Honours Sir Francis Piggott, Chief Justice, and Mr. Justice Gompertz, Puisne Judge)-reserved its decision on the motion by the Hon. Mr., Policek, K.C. (who was instructed by Mr. E. B. Hind, Messrs. Brutton & Hett), for the reversion of the order made in the action between Li Po Kam and Li Ki Tong, alias Li Pak (appellant), that the respondent do have leave to sign final judg. ment against the appellant, and that it may beordered that the appellant do have unconditional leave to defend the action. Mr. Eldon Potter. instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), opposed the motion on behalf of the respondent.

ISSUE ON A CONTRACT.

In the action between Wilhelm Salmi plaintiff, and Heuser, Eberius & Co., defendants. an issue with regard to human hair was tried before his Lordship the Chief Justice without a jury. The order was in the following terms :deny that 473.67 piculs of human hair, which it is admitted that the plaintiff worked for the defendants, is raw material within the meaning of a contract made between the parties on June tried by a judge without a jury."

The Hon. Mr. C. G. Alabaster, instructed by Mr. D. Lewis (of Messrs) Johnson, Stokes & Master), appeared for the plaintiff, and Mr. Eldon Potter, Instructed by Mr. W. E. L. Skenton (of Messrs, Deacon, Looker & Deacon) represented the defeudants.

Mr. Alabaster saide the nation had been set down for the trial of an issue, so the only pleading was the statement of claim endorsed on the writ, which was as follows:-The plaintiff claims the sum of \$4,211.70, being balance of bonus due by the defendants under a contract in writing dated 15th June, 1910, and made between the plaintiff and the deferdants, whereby the defendants agreed to pay to the plaintiff a sum of \$10 as bonus for every picul of human hair, naw material, worked by the plaintiff. . The plaintiff, in accordance with the contract, worked 473.67 picula of human hair raw material; for the defendants. Counsel said it was admitted that that amount of hair was worked, and it was admitted that the plaintiff was to receive a bonus of \$10 per picul on raw material, so the question for his Lordship to decide was whether all these piculs of human hair he worked were raw material or not within

His Lordship -- Is that the only question? Mr. Fotter-It was agreed between the soli citors that there was no question of quantity. The question was whether the hair worked was raw material or not.

the contract.

Mr. Alabaster, continuing, stated that in the early part of the year 1910 the firm of Heuser, Derius & Co., who he believed were comminsion agents and had previously experted hair, decided to go in for working up hair as well,

His Lordship - Working up the raw material? the raw material until it had reached a stage party to a theatre, leaving the boat in charge of means of their deliverance. Having 42,000 cases known as Club hair. He understood the raw material went into America free to a duty of 20 per cent.; and that wigs and things like that went in at a higher duty still. Heuser, Eberius & .Co. engaged of the Water Police has been ordered to catch the plaintiff to work hair into Club hair. They | the thieves and restore the booty within entered into an agreement with him for one reasonable time. year. His salary for the first six months was to be \$175 Mex., and for the last six months \$225 Mex, per month, and a \$10 bonus for the working up of every picul of raw material. The firm was to defray the cost of his medical attondance, if any, and Mr. Schmidt was bound to work faithfully and conscientiously, and only in the interests of the firm. It would be proved that the raw material which was bought in this Colony was of various kinds. There were two main kinds, namely, Box hair and Bale hair. The price of Box hair varied slightly according to various classifications. Box hair was also known as straight hair and classified hair. Bale bair was a little cheaper than Hox hair, and was sometimes known as tangled, mixed or basket bair. The different kinds of hair went through practically the same process, and the finished product, so far as Heuser. Eberius & Co. were concerned, was the Club hair. It was admitted that the amount of hair which Mr. Schmidt worked was made up partly of Bale and justly of Box hair, and he would prove that the amount of commission the plaintiff actually received was more than would pay for the Bale hair alone; in fact, that the plaintiff was paid commission for both Bale and Box hair, but was not paid for the full number of piculs. He gathered that the contention of the defendants

Mr. Potter-That is our contention. Mr. Alabaster said the plaintiff's contention was that both Box and Bale hair were raw material, and he would prove that the defendants had paid more commission than would cover the amount of Bale hair worked.

was that only Bale hair was raw material.

said-he-thought-this-was-a case in which a compromise should be effected. And after hearing technical evidence and seeing the contract entered into between the parties, he felt certain that there was an amount of evidence which would make the plaintiff believe that a bonus was meant on all the hair. But the claim was too great, and he thought there had been a great mistake. He therefore suggested that the Court should adjourn to enable the parties to consider the case.

Mr. Potter said the defendants were open to any suggestion from the plaintiff. The Court was adjourned until this morning.

MUTINY ON THE HIGH SEAS.

August 22nd.

CANTON.

THE SORROWS OF KWONGTUNG. The Seventy-Two Suilds, the Nine Charitable Institutions and the Chamber of Comresidents abroad telling them of the evil times which this province and city is suffering. The letter is written under four headings, of which the first states that at least a hundred thousand persons have left for other places and that millions of dollars of native money have been put into foreign banks for safety, and that the neither stole anything, " even of the value of a "Whereas the plaintiff affirms and the defendants blade of grass." The third section says that in consequence of the expected rising the troops have been greatly increased, and an enormous extra expense thrown on the Provincial Exche quer. To meet this it is expected that fresh 15th, 1910, it is ordered that the question be taxes will be levied, which, the letter states, the people, already crushed by taxation, will be un able to bear. The fourth part deals with the anti-gambling movement. Because the whole attention of the officials is taken up with the revolutionary movement no time can be spared for the suppression of private gambling. The circular states that in the country places gambling is openly carried on, and that in the city itself, although carried on more surreptitiously, there is nearly as much gambling as before. Thus the whole sacrifices made in the letter concludes with an appeal to Chinese land. One part of the letter is interesting as a suitable place for a rebellious outbreak, because of the case with which troops and ships can reach the city to put down any rising, and then foreign interests.

CHINESE AVIATOR.

of the Yan Ping District, sent a memorial to the leers deemed it unsafe to enter the stoke-Viceroy that while in America he studied avia- | hold, and for their mutual protection they tion, and had invented an aeroplane. It is now stated that this machine has been tried and rose to a height of three ch'eung, at which elevation it made a journey of over a hundred miles. The Viceroy has recommended this "bird-man" to arrival three or four days later Cap'ain Porks the Army Advisory Board in Peking.

OFFICIAL'S BAGGAGE STOLEN.

Kwong Sai had occasion to come to Canton, strictest secrecy was observed as to their destinawhich he did on his own private boat, bringing | tion. This precaution, in the light of what was Mr. Alabastor said they decided to work up sundry of his family with him. He took his subsequently ascertained, was probably the four soldiers and servants. When it got dark of naphths and benzine under his hatches, Cap. thieves came aboard the boat and made off with tain Perks was fearful that the Chinese might three trunks filled with jewellers, silk clothing | contemplate some desperate act, and great was and a number of share-certificates, the whole of the relief of the officers when the Island of the value of several thousand dollars. The chief | Mauritius loomed up under the cover of night.

FIGHT IN A YAMEN. There was a flerce fight in the Yamen of the Chief of Police yesterday between two men awaiting interrogation. Before they were separated they had managed to mail each other badly, but their pugnacity was rewarded with "several tens" of strokes of a hamboo.

> STRONOH MINES: LTD. A BEIGHT PROSPECT.

Considerable attention has, of late, been directed to the Tronch Mine, and to its truly remarkable production during this year. A glance at the profits for the first sevenmonths of the year shows that after deducting the amount already paid in dividends, vis., 35 per cent, the cost of new machinery for Suncei Besi and the new ground recently acquired at Tronoh, also the amount paid for the Sungei Besi Mine, the Company at the end of this month should have sufficient in hand to pay a di. | were prepared to carry their scheme, whatewere vidend of 100 per cent, on its capital. We learn on it was, into operation. At Mauritius the whole excellent authority that, if nothing unforeseen bappens, the August cutput is expected to equal or even exceed the phenomenal output of last month, and that production from the old workings will continue on a large scale for some considerable period, by which time the newly acquired properties should also be adding substantially to the profits from the old mine. Those Chinese crew. who have offered the opinion that the shares stand at too high a figure and those who have been tempted by the high prices prevalent to "bear" the shares (and we hear there are quites number) would do well to reflect that if the current price were based on the Company's present rate of profit, the shares would stand at well over £10, and that however generous the dividends to be declared this year may be there must still be a considerable cash reserve remaining. The profit up to the end of July amounted to £186.000 and a very conservative estimate for the whole His Lordship, after hearing expert evidence, of the year would place the total profit well over 200 per cent. of the capital but this is likely to be considerably exceeded. The rumoured divisend of 10/- per share appears, therefore to be more than probable. Since the abolition of the old shaftings, the Company has been enabled to handle considerably more karang by the open cast method, and at the same time. to effect a reduction in its expenses, so that, quite spart from the remarkably rich ground now being treated in one portion of the Mine, the profits would show an increase over the average results obtained before the shafts weredone away with .- Persang Garette.

TROUBLE WITH A CHINESE CREW.

The following story is being circulated by the

Imperial Merchant Service Guild: In the early days of the past century, mutiny on merce have addressed a joint circular to Chinese | the high seas was not unknown in the Merchant Service: but at those times such drastic methods of punishment, obtained, that for well over half a century no case of any consequence has been reported. During the present century, however, mutiny at sea has again become a common occur rence, not so much with British crews, but with Asiatics. The latest incident has just been reforeigners are getting the benefit of this ported to the Imperial Merchant Service Guild money. Because of this trade is paralysed, so by its member, Captain G. J. Perks, command. the letter says, and the shopmen sit idle in ing the steamer Skerrica. belonging to the their shops with folded hands, and many bank. Clyde Shipping Company, Glasgow. The ruptcies are imminent. The second part says that Skerrics left New York bound for Adelaide, since the fear of rebellion soized on the people | carrying a Chinese crew comprised of 26 bands, the robbers in the country districts have and from the day of leaving that port acts of become much bolder and, under the name of insubordination were frequently reported by revolutionists. have committed numberless the officers and engineers. Fully conversant crimes. That these men are not real revolu- with the provisions of the Merchant Shipping tionists is evident from the fact that when Act, and the measures of protection it affords the robels rose they did no danger to property, to seamen, the Chinese know that the most an officer can do is to log them, and this apparently troubles their consciences but little. On one occasion, one of the quartermasters, half dazed from the effects of opium, was noticed by one of the officers to be steering a most errati course. The latter remonstrated with the man, who thereupon spat at the officer, and assumed an abusive attitude... Such acts as these were almost of daily occurrence in the stoke-hold and engineroom, and after leaving Durban the attitude of the firemen became so threatening that the engineers were unable to exercise any control over them, Orders were wilfully disobeyed, coal was wasted, and it was quickly realised that the Chinese were determined to provoke an open outbreak. It only wanted one of the officers to strike one of them, and immediately there would have been mutiny. The officers anti-gambling cause have been in vain. The and engineers were as fully resolved not to afford them any justification for abroad to come forward and aid their native downright refusal of duty, as the vessel would then have been absolutely helpshowing that the suspiciou against the foreigner less. Ultimately some of the firemen assulted. is as bad as ever. It states that Canton is not the third engineer, whilst they also threatened to kill the chief engineer. Matters had now reached such a serious stage that the engineers and officers discussed with Captain Perks the the fact is bemoaned that should such a rising advisability of putting into the nearest port, occur foreigners would make it a pretence to The men, they said, were wasting the coal, and seize territory under the guise of protecting they would probably not have sufficient to carry them to Australia. After consultation the Captain decided to put back to Mauritius, then Some time ago a man named Fung, a native | 820 miles distant. From that time the engin-

decided to keep six-hourly watches instead of four in order that two would always be on watch together. The vessel's head was turned towards Mauritius on May 21, and until their had a most anxious time, remaining without sleep the whole period. A most careful watch was An expectant Taotai named Shun from kept over the movements of the Chinese, and the

Knowing that they were then near land, the officers were under the impression that the Chinese first intended open mutiny, afterwards seizing the boats, and perhaps setting fire to the inflammable cargo in the holds. That they contemplated something very desperate was subsequently revealed. Whilst searching the men's quarters, all kinds of skilfully improvised weapons were found. Pieces of bar iron had been sharpened, to resemble spears, whilst a dagger was discovered which had been made out of an old file. The latter had two razorlike edges, and looked a very ugly weapon indeed, Nor was this all. In the steward's room they discovered a revolver and fifty cartridges, and it is probable that other members of the crew had been similarly armed. All these discoveries pointed to some very sinister design on the part of the Chinese. Fortunately for the safety of the vessel and the Europeans on board, their plans were thwarted by the Captain putting back to Mauritius, and thus arriving in port two days, at least, before they Chinese crew of 26 were paid off, and in their

> JAPAN AND AMERICAN LOCOMOTIVES.

place a number of Creoles were engaged. After

such a sensational experience, it has caused both

engineers and officers to be fully determined

never again to sign on a vessel carrying

The American Ambassador at Tokyo reports to the Department of State by telegram under date of June 25, 1911, that in a recent award of contracts the American Locomotive Company secured orders for five engines for use on the Antung-Mukden devision of the South Manchuria Railway and for six engines for use on the Government railways in Korea. The first locomotives of the "10-wheeler" type. order for the other five has presumably been placed with Beyer, eacock & Co, an English firm, which competed in the bidding with the American Locomotive Company. The latter company also recently secured a large order for ocomotives for use on the Imperial railway: Japan. This latter order calls for 30 of the Pacific type and six of the A allet type.

THE MORPHIA AND COCAINE TRADE.

A study of the Customs statistics for 1910 Toveals a state of offgirs regarding the import of cocaine and morphia that is far from reassuring, remarks the Peking Daily News, and seems to confirm the belief that the abuse of the two drugs is on the increase in China As much as 36,533 ounces of cocaine was sent to China in 1910, as far as the knowledge of the Castoms goes. Of this very large quantity, Hongkong imported five-sixths, namely, 29,385 ounces. Germany was also a very heavy importer, being credited with 6,865 cz. Some 175 oz. came from Belgium, 70 oz. from the Russian Pacific ports. and Japan closed the list with 38 cz.

Since the closing of the ports to cocaine, the quantity openly imported has, we are informed very much decreased, only some 96 oz., being reported by the Customs for the first quarter of

In the case of morphia, China imported 860 oz, in 1910, the principal sources of suppl being Great Britain, Germany, Russian, Pacific ports and Russia and Siberia. For the first quarter of this year the amount of morphia. recorded as imported comes to 185 oz. There is little doubt that the use of the hypo-

dermie syringe, especially in the northern parts of China, is not uncommen. Missionaries and va have reported from time to time of prevalence of the morphia habit, in the case of Manchuria, although declared import of morphia is quite small, the widespread indulgence in the drug can point to one conclusion, namely, extensive

A recent telegraphic dispatch stated that the Government of India has the right to object to the tremendous sacrifice of revenue from its production of opium, if China is willing to per mit the import of morphia and cocaine. W think we are voicing the sentiments of the Chinese Government and the people when we say that the effective regulation of the import of these two drugs by an international arrange ment, so as to do away with all chances of amuggling, will be welcomed.

COINAGE REFORM IN CHINA.

SCHRME MAY BE HALFWAY MEASURE, '

The Japan Times published the following from its Tsipanfu correspondent:-Popular confidence in official methods finance is as weak in China to-day as it has ever been. At the present moment a "run" is in progress on the Provincial Government Bank. and everyone owning a note emanating therefrom is hastening to change it into solid coin. No other native banks are included in the panic. though of course even a temporary suspension of payment by the Government Bank will shake

all the others. The origin of the trouble is a rumour, which sprang "from nowhere" this morning, to the effect that in two or three days the Bank would be closed: the inference was that the Government would then repudiate all outstanding notes. Looked at from a Chinese point of view such story is by no means absurd. Private banks do that sort of thing frequently; there has been much talk of making the "Ta Ch'ing Bank' the only Government institution of any sort closing all others, and officials who will repudiate their own coinage would surely have no scruple

about repudiating paper money I cannot profess to be deep in the councils of the great foreign banks of the Far East perhaps if I were my doubts might be resolved. but they seem to have acted with much precipitancy and overflowing faith when intimating that they are prepared to accept the promised new coinage. The regulations under which it is to be issued are very beautiful on paper. If they are strictly carried out China will soon be supplied with a coinage acceptable over the Empire and well suited to the needs of the large merchant and the small buyer. The only possible paper improvement would be the introduction of a gold standard, and the desirability of that is a matter in dispute among economists.

The crux of the whole lies in "If." matters stand at present there is no guarantee that the mints will turn out coin up to the legal standard of flueness, or that the Board of Finance will not "hocus" the whole scheme by allowing the market to be flooded with subsidiary coins, on the making of which there will be a large profit. It is very fine for the Peking authorities to make regulations for local officials, but it-is another matter to enforce them.

No doubt the banks will send home samples of dollars for asymy in the future as in the past, but if these are found defective in silver, or if an excess of subsidiary coin has been issued, the defence of the Board of Finance may be predicted in advance. It will be that false coiners have been at work. That has repeatedly been made the official excuse for the excessaive number of bronze " 10 cash " pieces now on the market

"Vast quantities have been surreptitionaly made and introduced from Japan," is the statement made by the very men who were in charge of mints that ran day and night turning out these coins. They seem to have managed to believe their own lie, which is perhaps not such a very uncommon human trait;

BASEBALL V. LACROSSE.

That lacrosse is on the decline in Canada no

one can gainsay; says an Eastera exchange

quoted in the Daily Colonist of Victoria, British Columbia. Professionalism and baseball have combined mortally to wound what we were once proud to call " Canada's National Game." fessionalism has not killed baseball, for this one reason, that no seriously organised attempt has over been made to separate the amateur from the professional. If any such attempt had been made it would have been a herculean task. Baseball is especially democratic. Go-as-you-please has been and is the order of the same, with the result that the intense bickering that has characterised is not the only reason for the decline of lacrosse. instruments for playing baseball can be secured. lacrosse involves the expenditure not only of more dollars, but requires a much larger space. Another drawback is the lack of youthful players. Time was when hundreds of youngsters could be seen handling the netted stick and a ball. Now such a thing is a novelty, and when it does occur causes note. All over the land there is a dearth of good young the risks submitted to them. - The Times. blood. Players are in the professional ranks that should long ago have been relegated to obscurity, but lean, hungry, and poor of shank, they are hanging on, although their limbs are stiffening and their breath continually award represents one-half of a purchase of 10 comes in gasps. It is useless to sigh for bygone days. It is useless to moralise over the men that once played the game, and are not prominent in the country's life, over, for ins tauce, the principal officer in Canada's Army an several members of the country's various Parlia ments. It is useless to dwell upon the fact that the game is not encouraged in the public schools as it might have been and should be It is useless, we say, to dwell on these things.

TO RETURN AFTER THE EMPEROR'S DE TO One, more version of the disappearance of the Austrian Archduke Salvator, better known as Johann Orth, is given by Louise of Tuscany, the ex-Crown Princess of Saxony, in a book which Mr. Eveleigh Nash will publish in Scutembor.

The Archduke was Princess Louise's uncle, and she has a vivid recollection of the last occasion on which she saw him.

He-bad-had-flerce quarrels with the Emperor Francis Joseph, it is stated, and after one of them he came to Salzburg, where he said to the Archduke Leopold, her brother, and to the Crown Princess herself:

"I ain about to disappear, my dear children, I shall do so in such a manner that no one will ever find me. When the Emperor is dead, will return, for then Austria will require my

The Archduke and the Crown Princess were greatly affected by his words, and at his leave-taking he said, "Never believe that I am dead, for I will return one day and we shall Johann Orth purchased a sailing vessel, the

Marghareta, and sailed for La Plata with a crew of Italian sailors. At La Plata, he discharged his crow and made arrangements to sail for Valparaiso, with a fresh crew, in July, 1890. From that time neither he nor his vessel has been heard of again.

it is, however, stated in the book that the paid off crew and also one of the ex-chief officers who had seen the Marghareta leave La Plata all bore "unshakable 'testimony that the man on the bridge who sailed for Valparaiso was no

STRAITS SETTLEMENTS (BERTAM) RUBBER COMPANY.

The ordinary general meeting was hold fast

month at Winehester House, Sir West Ridgeway (Chairman) presiding. The chairman moved the adoption of the report. He said that the operations of the company for the year had resulted in a considerable profit, and while the gross income was considerably larger than that of last year, the net balance on profit and loss account was a little smaller, owing to the higher cost of labour, which they

had experienced in common with practically all the other rubber estates, and also to their having charged the profit and loss account with a considerable expenditure on occanut development Bearing this in mind and the fact that the price of rubber had fallen very largely during the period, the result must be considered satisfactory. Of the total area of 12,961 acres there were 3,312 acres under rubber, upon which were planted 468,000 trees—an increase of 332 acres and 47,000 trees. The manuger's estimate of the production of rubber for the year was 150,000lb. They were about 6,000lb, short of that figure-a result which he thought was entirely due to the drought and also to an outbreak of smallpox. The whole of the production was obtained from under 56,000 trees, a considerable number of which were only brought into tapping during the last few months of the year. He though they might safely estimate that 15,000 additiona trees would come into tapping from now unti December, and a further 15,000 trees during the first three months of next year.

With regard to the current year's production, the manager anticipated an output of 200,000lb. The realisation of this amount depended to a certain extent upon the labour supply, but the board believed that with the arrangements that were being made, there would be an ample supply of tapping coolies available. A considerable parties of this production would be delivered under forward contracts, in respect of which they had still to deliver about 11 tons of rubber at 11s. per lb. during the remainder of this year. This alike would largely affect their average price of rubber during the next financial year. Every penny added to the average price per lb. re- PRINCES PLATE. sulted in an increase of profit of £833 on the company's estimated output. If they were able to keep their average sale price at the figure at which it appeared in the present accounts there was every indication of a substantial increase in dividend next year.

FAR EAST TO EUROPE.

A telegram from Harbin published in the

Japan papers says :--The Russian Railway authorities contemplate inaugurating a special express service between Europe and the Far East, which will be connected with the German railway. The principal object of the new service is to carry Japanese silk and other valuable merchandise to Germany and other European countries in such a wey that the consignments will not be subject to pilfaring. These goods are at present forwarded to Europe by steamers.

THE MARINE INSURANCE MARKET

THE RIGHT TO CLAIM DISCLOSURE.

underwriters in the London market have now is a natural temptation to go one better than signified their willingness to waive their rights; under the Gunford decision, to full disclosure time has been on the side of the Cunard of the amounts effected on steamers, against Company. There has apparently been no the risk of total loss only; as far as existing need for undue haste in finally determincontracts are concerned. At first the market ing the dimensions of the ship. Consewas far from being unanimously convinced of | quently there has been the opportunity of purthe wisdom of what has been humorously de- suing a "wait and see" policy, with decidedly cribed as "whitewashing the past," but the interesting results. In the case of the Olympic view has gained ground that it was better for a | and the Titanic the length over all is 882ft. 9in. new leaf to be turned over when the contracts and the length between perpendiculars 850ft. come forward for renewal than that a certain The Hamburg-American figure is an advance amount of confusion should be created by using on these, just as the Cunard figure now carries the Gunford judgment to cross out in the matters slightly further still. ledgers contracts already accepted. A large number of owners of their own free will have chosen to make disclosure to the underwriters of all the sums effected on their vessels, and no that stage, and will thus emphasise the lacrosse has been avoided. But the foregoing betrayal of confidence is involved in saying that lesson which is speedily being pressed upon some of these disclouse have been very ex- the attention of the harbour authorities Another and a prime cause is its requirements, traordinary indeed. A very able section of on both sides of the Atlantic. But while Whereas for virtually a few cents the elementary opinion, in fact, deliberately holds the view that sooner or later the whole question of the insurances effected on "disbursements" will have to engage the serious attention of owners, brokers, and underwriters. There certainly appears to be rather a wide gulf between the generous spirit in which marine underwriters conduct their business and the close scrutiny with which managers of other insurance departments scan

SINGING IN THE BRITISH ARMY.

Efforts are once more being made at Aldershot to encourage singing among the troops, a custom almost universally practised foreign armies as tending to keep up a cheerful tone on the march and in camp. The Naval and Military Musical Union has now intimated to the Aldershot authorities an offer of the Smith Derrien Soldiers' Home to present a cup for an anual singing competition by units, and Lieutenant-General Sir H. L. Smith-Dorrien has directed that steps shall at once be taken to ascertain to what extent units would enter for the proposed competition.

INTIMATIONS

Eight Bare Patches on Child's Head. Skin Raised, Crusted and Irritated. Afraid of Losing All Her Hair

Cured After Using Box of Cuticura. Ointment with Cuticura Soapar

"I am pleased to say my little girl's head to completely cured after using one box of Cuticura Ointment anti-also washing her head with Cutteura-Sonn, --- You-would like to know about the case, I am sure, "It started first by her halr coming out in

combfuls, leaving a spot about the size of a shilling. The skin tooked raised and crusted became very naxious when I saw clicht different bare patches on her head. I was afraid she was going to lose all her hair. I tried two well advertised remedies and they did no good, so I took her to a skin hospital. The doctor told me it was ringworm and to keep her from school, which I did. I attended the hospital with her for seven weeks. I used two large boxes of the cintment which they prescribed, on her head every week and she had to wear a black called cap. Her poor little face became swollen and red wherever the cintment toucked it.

One day I sent for a box of Cuticura Ointment. After thoroughly cleansing has head of all the old pintment, I started in with the Cuticura. The second dressing with it seemed to take the irritation away. and soon we saw an improviment. Ointment, her head was quite clear and the hair growing over the bald souts. Now her hair has grown beautiful and long, with nothing but the Cutieurs Ointment and the Cutleurs Scap, with which I wash it."
(Signed) Mrs. Noon, 3, Grey Rock St., West.
Derby Rd., Liverpool, Eng., May 23, 1910.
The Cuticum Remedles afford the most sconomical treatment for the skin, scale and hair from infancy to age. A tablet of Cuticura Soap and a box of Cuticura Cintment are often sufficient. Sold throughout Bis world. Lindon Depot. 27: Charterhouse Biguare. Port-free, Hooklet,on skin diseasons.

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CUTLERY, KNIVES and FORKS.

DRESSING CASES with

SILVER FITTINGS.

LEATHER HAND BAGS,

and WALLETS, RAZORS.

THE BIG CUNARDER.

It has always been expected, says a London paper, that the Aquitania, the new Cunarder. would represent a substantial advance. Therefore the news that she is to be over 900ft. in length, or some 10ft. longer than the two leviathens which the Hamburg America Com-It is understood that nearly all the leading | pany are building, will create no surprise. There your neighbour's biggest ship, and in this case

The 1,000ft, ship has been regarded for some time past as shortly due to arrive. The new Cunarder will bring us a little nearer to the question of length is an important factor the determining feature, f-on the usual standpoint of comparison, is the gross tonnave of the ship. No definite statement is forthcoming as to the probable tonnege of the Aquitonia, and it is not quite clear as yet what the tonnage of the Hamburg-American liners is to be. Conceivably the Germans may still have the biggest ship in the dinary acceptance of the word, An interesting feature of the new Conarder, it is said, will be the utilisation by intermediate turbines of the steam from t e high-pressure

We hear, says Truth, than Lord Knollys will resign his office as principal private secretary to the King in the course of a few weeks. It was his wish to retire twelve months ago, but he consented to retain his post nutil after the Coronation in compliance with the earnest request of the King. Lord Keollys has been a prominent figure at Court for over forty years. Lord Stamford am (Sir Ar har Bigge) will become principal private secret ry to the King. with Sir Frederick Ponsonby and Major Clive Wigram as his assistants:

continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is mited. Only supplied for Cash.
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NEW ADVERTISEMENTS

WANTED.

Y a GERMAN, Beard and Residence in English Private Family (Kowloon or Hongkong). Please apply to-Care of "Daily Press "Office,

Hongkong, 24th August, 1911.

THE FOURTH GYMKHANA MEET-ING. POSTPONED from the 19th inst. will be held o SATURDAY, the 26th instant, commencing at 3.30 P.M. REGINALD F. C. MASTER,

HONGKONG GYMKHANA CLUB.

Hon. Secretary and Treasurer. Hongkong, 24th August, 1911. [1067



TT IS HEREBY NOTIFIED that Tenders will be received at the Sanitary Board Office until Noon of TUESDAY, the 29th day of August, 1911, for alterations, etc., necessary to convert Kowloon Railway lighter No. 3 into a Sanitary Department lighter.

Specifications can be obtained at the Sanitary Board Office, 2nd Floor, New Post Office Repairs to be executed to the satisfaction of

the Government Marine Surveyor. The successful tenderer to be responsible for the lighter while under repair and to specify a time within which the repairs will be completed. The Government does not bind itself to accept the lowest or any touder.

W. BOWEN-ROWLANDS. Secretary, Sanitary Board. Dated 22nd August, 1911.

WANTED.

ASSISTANT COSTS CLERK previous experience.

DEACON, LOOKER & DEACON. 1. Des Voux Road, Hongkong, 14th August, 1911.

NEW ZEALAND GREEN-STONE

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/-. Write to-day.

B. WEINGOTT, Dept. J. Wanganui, New Zealand.

ITALIAN MARBLE.

MA ONUMENTS, - FIGURES, HEAD-STONES and CROSSES in Stock at-BROWN, JONES & Co., 41, Morrison Hill Road. Hongkong, 1st June, 1911.

AUSTRALIAN BUTTER.

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Fresh, Sweet, Firm and cold as ice,

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PEDDER ST. (Hongkong Hotel Building), Dealers in DOSTAGE STAMPS, VIEW POST ARDS, FLOWER SEEDS,

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LIONGKONG HANSARD REPORTS LEGISLATIVE COUNCIL

REVISED BY THE MEMBERS.

PRICE

DAILY PRESS OFFICE. Hongkong, 21st February, 1911.

PUBLIC COMPANY

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1911, at the Rate of TWO POUNDS STERLING Per Share of \$125 is Payable on and after MONDAY. the 21st August, 1911, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants. By Order of the Court of Directors,

N. J. STABB, Hongkong, 19th August, 1911.

INTIMATIONS

THE ROYAL HONGKONG GOLF CLUB

TOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the ROYAL HONGKONG GOLF CLUB will be held at the CLUB HOUSE, HAPPY VALLEY, at 6.30 P.M. on WEDNESDAY, the 30th August, 1911, for the purpose of considering and (if thought fit)
passing the following Resolution, viz.:—
That the Committee be and they are hereby

authorised to raise a sum of money as may be decided upon and for the purpose of securing the same to issue debentures bearing interest at 6 per cent, per annum and charged upon the undertaking and general assets of the Company, to be in such form and to contain such provisions as the Committee may deem expedient. Dated this 19th day of August, 1911.

- By Order, G. CLOSE, Lt. Col., R.E., Hon. Secretary. Hongkong, 22nd August, 1911.

CONCERT.

GRAND PROMENADE CHARITY CONCERT, on behalf of the family of the late Private W. F. TAYLOR, Infantry be held on MONDAY, the 28th day of August, Company, Hongkong Volunteer Corps, will be 1911, at 3 P.M., at the Offices of the held on the Volunteer Parade Ground, on SATURDAY, the 2nd September, 1911, at EXCELLENCE THE GOVERNOR, of One Lot

Messrs. Kelly & Walsh, or from Volunteer HEADQUARTERS.

By kind permission of Lieut.-Colonel L. A. H. HAMILTON and Officers the Band of the 1st K.O.Y.L.I, will sttend. Hongkong, 15th August, 1911.

THE ESTATE OF the late Mr. CHOA CHUNG HOWE, Deceased,

OTICE IS HEREBY GIVEN that Creditors of the above Estate are requested to send in particulars of their respective Claims against the same to the Undersigned on or before the 21st day of September, 1911, after which all further Claims will be excluded. Creditors. Preference given to Applicants with failing to send in their Claims in time, do so at their own Risk.

CHOA CHOO MOON. Agent for CHOA LIM SZE. Administratrix of the above Estate. No. 36, D'Aguiler Street, Hongkong, Hongkong, 21st August, 1911.



ITITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIM'S OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA. SAYO. SHINNEW and KAMIYAMADA, Collieries.

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SINGAPORE: Messra Borneo Co., LTD For Particulars, apply to Y. SHIBUYA,

Manager, No. 2, Pedder Street, Hongkong Hongkong, 10th August, 1911.

ON SALE.

A TABLE OF THE

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AUCTION

Hongkong, 23rd August, 1911.

PUBLIC AUCTION. TOARTICULARS and CONDITIONS of the letting by Public Auction Sale, to

Public Works Department, by Order of His of CROWN LAND at Conduit Road; If wet the Concert will be held in the Drill in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Tickets \$2 and \$1 can be obtained from CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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The EYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD. No. 57, PRAYA GRANDE, Macao. FOR SALE, TOR CREST, at Peak, com-

manding a Magnificent View of the Harbour and Adjacent Islands. Apply to- LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hongkong, 16th August, 1911.

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Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 14th August, 1911.

TO LET. ODOWN, No. 4, New Prays, Kennedy

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BANKING CORPORATION. N. J. STABB. Chief Manager. Hongkong, 24th January, 1911,

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:— 12 months 4% per annum.

6 do. 312 C. WOLDRINGH, Manager, No. 8, Des Youx Road Central. Hongkong, 15th August, 1909.

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

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K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. INTERNATIONAL BANKING

Gold \$6,500,000

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The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: For 12 months 4 per cent. per annum.

For 3 GEORGE HOGG, Manager, No. 9, Queen's Road, Central Hongkong, 21st February, 1911.

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TAKEO TAKAMICHI. Manager. Hongkong, 13th March, 1911.

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Hongkong, 14th July, 1911.

TTONGKONG AND SHANGHAI BANKING CORPORATION.

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Pongkong, 21st August, 1911.

Um Manager

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By CHAS. J HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic

THE VOLUME which consists of 146 A Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir Robert HART, G.C.M.G., and Dr. A.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

having arrived from the above Ports, Consignees of Caugo are hereby informed that their Goods will be delivered from alongside,

Cargo impeding the discharge will be lauded at once, at Consignees' risk and expense. Cargo remaining on board after 1 P.M. of the 23rd inst. will be landed at Consignees' risk

and expense. Consignees of Cargo from SINGAPORE AND PENANG are requested to take 1M. MEDIATE delivery of their goods from along. side, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees's risk and expense.

No Fire Insurance has been effected. Bills of Lading will be courtersigned by the undersigned. DAVID SASSOON & Co., LAD.,

Hongkong, 21st August, 1911. NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

FMHE Steamship

" COBLENZ." having arrived, Consignees of Cargo are hereby | said to be able to do for cases of nervous debility informed that their Goods, with the exception of |, and exhaustion. I began to take it after nearly Opium, Treasure and Valuables, are being landed | four years' enforced idleness from extreme deand stored at their risk into the hazardous and/or bility and felt the benefit almost immediately. extra bazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. Kowloon, and West Point Godowne, whence

delivery may be obtained. No Cluims will be admitted after the Goods have left the Godowns, and all goods remaining. undelivered after the 28th met, will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 9.37 A.M. All Claims must reach us before the 1st

Sept., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 21st August, 1911.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

HE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 2 P.M. of the

24th inst. will be landed at Consigness risk Consignees of Cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees'

risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by

the Undersigned. DAVID SASSOON & Co., LTD., Hongkong, 22nd August, 1911.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazard ous and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point

Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th Aug will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 29th Aug., at 930 A.M. All Claims must reach us before the 3rd Sept., or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD. MELCHERS & Co.,

Hongkong, 22nd August, 1911.

General Agents

JAPANESE SANITATION IN WAR.

Purich's old and trite, but nevertheless true, SOME REMARKABLE FIGURES.

saying: "Is Life worth living?-That depends upon the liver," applies more to residents in China than to anyone else - only those who suffer know how very much more. And yet there is no reason why this should be so, why a man should not be just as fit in China as in the home do not regulate life in accordance with the changed conditions of tropical countries. To be well and to keep well requires the greatest care and discipline. In a country like Chins, where the extreme heat makes so enormous a difference to the functions of the human body, it is essential ate precautions taken by the Japanese medical to life that the requirements of the body should be regulated with more than ordinary care. But if we keep the digestive organs healthy and the nerve machine in good working order, one can be as well and healthy in the tropics as in Piccadilly. And we can do so, for medical science has evolved a substance that, whilst easily digested, contains in happy combination the two vital properties for nourish ing the body and for stimulating and feeding

Sanatogen, the nerve food, is almost univertific food. Readily dipostible-so much so that its use in the acute stage of typhoid fever is practised by many physicians with a high nutritive value, almost every atom of it being absorbed and assimilated, rich in that necessary element of all the tissues of our body phosphorus, Sanatogen forms at once an almost perfect and complete diet for the low-power system which most residents in China possess. Used in time it will prevent that devitalisation of nerves and indolence of digestion, respiration, circulation, etc., which all dwellers in tropical climates know and dread to much.

Mr. Hali Caine extols its virtues : "Whitehall Court, London, S. W.

"My experience of Sanatogen, has been that as a tonic more food it has on more than one occasion done me good.

Fren when one of the numerous insidious tropical diseases has gained footbold, Sanatoren. according to medical testimony, is a power with which to dislodge the for, if scientific theory and actual practice in the case of enteric and other fevers have any weight at all. The author of a japer in the Indian Medical Gazette December, 1906, entitled, "The Maintenance of Health in Tropical Climates," states this officion: "For residents in tropical climates suffering, from general debility, the best and most readily assimilable food is a combination of casein with glycero-pho phates. This cannot be prescrited as an ordinary mixture, pill, or powder, but for some years past I have used the preparation known as Sanatogen, which composed of 95 per cent. of pure casein and 5 per cent. glycero phosphate of sodium. I have used Sanatogen on a large scale, and have every

reason to be satisfied with the results obtained. This is only one of over 14,000 written endorgements from physicians. If any further proof were required, it is to be found in the vest number of letters from distinguished men and women who have themselves derived benefit from the use of Sanatogen.

Madame Sarah Grand, the distinguished authoress, writes:

"10. Grove Hill," "Tunbridge Wells." I am glad to be able to tell you that Sana toget has done everything for me which it And now, after teking it steadily three times day for twelve weeks. I find myself able to enjoy both work and play again, and also able to do as much of both as I ever did."

Sanatogen, which is a fine white pewder, put up in bottles, and can be obtained from al

chemists. An engrossing booklet, containing matters of vital importance to well-being in the Tropics, has recently been issued. It is from the pen of a physician long resident in the Tropics, and is entitled, "How to keep well in tropical climates." It should be in the hands of all desirons of knowing how to ret well and keep well: copy can be obtained, free of charge, from Mesers, A. Warson & Co., Hongkong, from whom also Sanatogen can be purchased. Send a postcard to-day, mentioning the "Honokone DAILY PRESS.

MARTIN'S EXPIOLASTEEL A TAKE PILLS French Pemedy for all Irregularities. Thomands of ladges always keep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the System a timely dose may be administered. Those who was them recommend them, hence their energious sale. All Chemists and Stores sail them throughout the World, or post free disciplinary. Obemist, Houtbamptons. Eng. **MARTIN'S** PIOL & STEEL PILLS



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force, cures Neurasthenia, Dyspepsia,

insomnia, and nervous diseases in adults.

IN CAPSULES, IN WENE, AND IN SYRUP

and shildren.

In an interesting article in the Medical Record an American army officer discloses some remarkable facts regarding the Japanese lesses during the late war which are strikingly differ, ent to the other stories which have been to'd of the extraordinary immunity from disease of the

Japanese troops as a consequence of the elabor.

Lieut. Col. Charles E. Woodruff, Medical Corps, United States Army, who is now stationed in the Philippines, is the authority for the statements appearing below. He is one of the foremost seniforians in the world and a brilliant and forceful writer on medical topics.

" Analysis of the Japanese deaths from disease and bullets in their late war," he says in the Medical Record, "has been hitherto based on surmises, for little definite information has ever been divulged as to how many soldiers were in the field. From a reliable source it has recently been learned that they have at last given out statistics which permit a more accurate comparison with other wars. The following are the latest official figures :-

Killed and died of wounds Died of disease Total The following had formerly been reported:-Died of wounds ... Died of disease Total

"Others had stated that about 29,000 had died of disease, with a total of about 86,000 deaths. "There were 938.995 under arms during the entire war, with an average strength of 350,000. At the end of hostilities 375,218 were at the front and 213,615 with the lines of communication and bases, a total of 588,833. It has previously been assumed that they had 1,200,000 under arms, and that 'nearly 800,000 were with

the colours at its close, and even that they had an average strength of 800,000. "From 1861 to 1865 we had about 2,000,000 different men under arms, and much more than 2.500,000 enlistments, counting soldiers who re-enlisted. Grant had over 300,000 in the vicinity of Virginia alone, and the armies throughout the country totalled about 1,000,000. That is, our war strength was almost exactly

double the Japanese. "They were actively angaged about eighteen months, their deaths from wounds amounted to 3,364 per month, or, relatively, 3.16 times our monthly battle losses in the forty-eight months of the civil war, when we had 2,123 per month, or a total of 102,030, including a third of the 24,184 who died of unknown causes. This shows how fierce the fighting in Manchuria really It had been previously reported that they outright in their eighteen months, while in the

whole civil war there were 44.238. "The Japanese deaths from disease were 1,47 per month, which is 35 per cent. of our civil war rate of 4,215, or a total of 202,339, including two-thirds of the 24,184 deaths from noknown causes. Considering the fact that they campaigned in a northern climate to which they were snited and where disease is not a strong factor in the sparse population, while we fought in the South, where the Summer climate enervating to Northerners, and where typhoic malaris, dysentery, hookworm, and other infections were very prevalent in a dense population, as at present; and considering also that long wars are notoriously sickly, the Japanese results are bad.

"Furthermore, there was no science of sanifation in 1865. It is quite evident, therefore, that they found it impracticable to apply modern sanitation at the front, or if they attempted it infections are unavoidable in such unnatural conditions of living. We really do not know what they did at the very front, for no foreign observers were permitted there. A great deal of nonsense has been written about their superhuman success in preventing sickness, but as a matter of fact they had an nuknown but enormous amount of beri-beri, which is their

special bete noir, like typhoid to us. " Beri-beri has been reported as one-fourth of all the sickness, and some estimate that 16 per cent, of the soldiers bad it. Moreover, though it was formerly reported that there was 'only 236,223 'sick' admitted to hospital, the pregent official figures are 479,842 for all can-es, or more than half the total strength, which indicates much illness, even making liberal deductions for the unknown number of wounded,

formerly said to be 173,425. We have no means of comparing these figures with our own, for one Japanese Surgeon- eneral reported that their records do not include soldiers treated with the troops, but only those sick enough to be sent to the fixed hospitals. Our statistics are of the 'sick report,' not boscase and include every soldier excused from any part of his military duty. even for a sprained wrist which prevents drill for one day, and the vast majority of the 'hospital' cases are trivial. As it is very difficult for a soldier to pass a year without several minor illnesses or accidents, preventing duty a few hours, our yearly sick report is always more than the total strength even in garrison, and in

war, of course, it is more, "Every man may be two or three times on sick report in the year without indicating serious illness. Fut it is fair to presume that the serious cases were about the same proportion in both wars. Some years ago the Japanese reported 27,158 'infectious' cases, whatever that means. It has been stated that in our Spanish war up to September, 1898, we had 22,000 more hospital admissions than the Japanese army of 1,200,000 in their campaign of nearly two years, all of which is now seen to be grossly erroneous. With an average strength of 250,000 we had about 258,000 sick of all grades in four 350,000, had nearly half a million serious 'hospital' cases in eighteen months.

"In the Franco-Prussian War the Germans lost 3.37 per cent. by bettle and 186 per cent by disease, but the Japanese lost 6.5 per cent. by battle injuries and 2.8 per cent. by disease, and in the long civil war we lost 55 per cent. by injury and 10.1 per cent. by disease. In the Spanish war, 275,717 soldiers, 293, or one-tenth of 1 per cent., were killed, and 2,565 or nine-te the of 1 per cent., died of disease and even if we include later deaths which could be laid to the war there were only 1.3 per cent, or 3,681. We do not know what her the Japanese 2.8 per cent. includes these later deaths or only those dying during actual hostilities. In the

whole year 1898 we lost 2.60 per cent. "The diminution of the proportion of death; from disease to those from injury in the Japanese Army may thus be due to increase of deaths by bullets or decrease of deaths by disease. The

lutter has been assumed to be the case, though | as an actual fact these latest returns show that the former is the only reason. For instance, considering the battle losses the same in the civil and Japanese wars, for every 100 killed we had 200 die of disease, but they had only 43, two-ninths of our rate; but considering the disease deaths the same in each case, for every 100 such we lest 50 by bullets and they 228, or four and one-half times our losses. In a war with few battles the disease deaths may be many times those of battle and yet the army be far healthier than the Japanese. That is why our Spanish war cannot be compared with the Japanese, with its twenty-one big battles and fifty little ones.

"It is better to take the civil war, where our monthly battle losses were approximately 1 per 1,000 soldiers, compared to the Japanese 3, and our disease losses 2 per 1,300, and the Japanese 1.5. In the Spanish war the troops were in camp an average of about six months, at a very low estimate, and it is safe to say that in that time the month'y losses were 1.5 per 1,000, or exactly the Japanese rate, and this in spite of campaigning where there were epidemics of yellow fever, dysentery, and malaria.

"There official figures are vastly different from the wild assertions made in the beginning of the Japanese conflict, as to their revolution of warfare by the total elimination of disease. While certain journalists and doctors have been foaming at the mouth over the losses in our Spanish war in epidemic tropical territory, they 60.542 have nothing but hysterical praise for the 26 581 Japanese who now acknowledge identical losses in northern, healthier country, and who should 87,123 have had far less, for our Boxer campaign in 1900 in similar circumstances was far less deadly

"As it has been repeatedly shown that practically all our losses were due to disesse, and necessarily many times the deaths from ballets, the County Council's Tramways and Improvemuy further statements that this comparison alone indicates worse conditions than the Japanese are disingenuous misinterpretations. It has been remarked that there were nearly 22 Japanese battle casualties to 1 from disease. while we had nearly 14 from disease to one suburbs the traffic problems of the Metropolis from casualties, and the writer asked, was there ever before such a record of disprace?' His figures merely show that they had 35 times as many battle losses and are in the same disgrace as to disease, if it was a disgrace, a subject we cannot discuss for some years.

worse. Military observers have reported same time the rush from the outskirts to the wides read neglect of ordinary sanitary centre in the morning and back again at night precautions among the Japanese, and such as was greater than ever along the highways, would have wiped out troops in the tropics, as in partly because the people in the Metropolis as a the French Madagascar campaign, where 5,600 whole had multiplied and partly because died of disease and only 101 were killed by the the electric train-cars were extremely enemy, for they had bad sanitation and no bat- popular. A'l these new conditions added to the ties. In some respects the Japanese results danger of the streets. There were 367 persons were worse than the Russian, particularly in the | killed and 17 5.0 injured by street accidents in percentage of recoveries due to poorer hospital | the Metropolitan area last year, and it was clear facilities. We must, therefore, be prepared for that us far at leastes the suburbs were concerned the final reports on both sides, which now seem | precautions which were good enough a few destined to show that the Russian losses were | years upo were quite insufficient now. less in every respect. The contrary is now so generally, believed that it is doubtful whether the official flyures will have the least effect in dispelling the curious delusion as to Japanese

"Nothing is yet known as to the exact proportion of killed to wounded or the percentage of combatants hit but from what is known in a general way the proportions on both sides are about the same as in other wars-one killed to four wounded-but it is believed that the Japanese had the higher per centage of both classes. Modern weap ins have not altered these results of battles. The Japanese were more reckless and sacrificed mon unnecessarily. The whole campaign against Port Arthur is now said to have been as unnecessary as it would have been for us to have besieged Havana in 1898.

"On account of the smaller bullet and the immediate use of aseptic first-aid dressings. th number of wounded who recover is va-tly increased nowadays. There were probably about as many wounded in the civil war as on the Japanese side in their late war, vet we lost 49,731, or about one-fourth of them. while s far as known, the Japanese lost only 12,000 or 13 000, or about one-fifteenth of theirs. Wodern surgery saves many more, too, but it is now more than suspected that the Russians saved far more of their wounded than the Japanese did, and our results with the few wounded in the Spanish war were better than both.

"It is thus seen how unsafe it was to praise the Japanese and condemn the Russians before we knew their results. With this record of nearly half a million serious cases crowded into numerous huge hospitals of a force averaging only 35,000, what should we say of the statement that the Japanese have proved, as has never been done before, that preventable disease is preventable and crowded hospitals can be eliminated ? As they are human, war is the same with them as it ever was with us, and ever

will be hell. "The original mistake was due to our ignorance of the wonderful Japanese ability to conceal military secrets. It was a vital necessity to hide their weaknesses and losses. They were numerically superior to their opponents until the very last, for it required eighteen months to transport the big Russian army several thousand miles over a single-track railroad The Russians were not strong enough to fight except defensively until the armistice, and as they were rapidly becoming stronger and the Japanese weaker, it does not require any military knowledge to predict the result if they had ever been permitted to fight it out. We would now be praising the other side, for nothing succeeds

"The point for our present -purpose i the adroit manner the Japaneze hid their losses, even a battleship's sinking was not known until after the war, and allowed civilian correspondents and medical observers to 'see' a part and telegraph false news to deceive the enemy. It was magn ficent-and war, too; it. may have had much to do with ending the war when they had had enough.

"The psychology of war is beautifully illusstrated by the public opinion which applauded the efforts to end the slaughter of the Russians' at the very time, the Japanese were suffering the most. We were convinced that the Russians, though the numerical superiors, were being whipped by the little under dog. months, but they, with an average strength of Our sporting instinct was aroused. Clergy. men even sta ed that God was on the side of the weaker battaions, so we stepped in to frustrate the Almighty. He who now thinks that we could thus check the Aryans who are guiding the Russian Empire does not know the possibilities of the hordes of soldiers being garrisoned in Siberia, now that a double track

rail road is soon to be available. "Public opinion is notoriously fickle, and we may confidently predict a revulsion of feeling towards the outnumbered Russians who conducted a magnificent campaign. As soon as we learn the grandour of the Russian achievements, both medically and strategically. Russophilia of our her-ditary friends will soon replace the temporary Resophobia festered by some of our citizens. The individual soldier was splendid, ar he always has been. He is the most subborn defensive fighter in the world, and for that reason his retreat before overwhelming numbers was so slow.

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LONDON TRAFFIC PROBLEM.

Superintendent Bassom, Chief of the Me'ropolitan Public Carriage Department, gave evidence on behalf of the Home Office recently before the Committee of Peers entrusted with ment Bill. Whenever there was a proposal to construct additional tramways, he said, it was increasingly necessary to see that the roads and footpaths were wide enough and the gradients not too severe. Owing to the growth of the were multiplying and becoming werse. Not only was the population increasing, but people were living further and further away from the centre of the town, with the result that many suburban places which only a few years ago were almost rural "The matter is now becoming even were now quite difficult traffic centres. At the

THE PORTUGUESE REPUBLIC'S FUTURE.

CAUSES OF PRESENT UNREST.

The most careful observers of the Portuguese situation, says a London paper, are by no means convinced that everything is as tranquil in the new Republic as the asseverations of those friendly to it would suggest. It is possible that there is in the most literal sense some appearance of the "complete tranquillity" which the telegrams so often record. That Mr J. Y. Chieum is to say, the Minister responsible for Mrs L. Clark the internal order of the country may not, during the day on which such telegrams are despatched, have received any information which | Mr W. C. Drew renders it positively untruthful to make such a Mr & Mis G. L. Duncan

The prograstination of the Powers in regard to the recognition of the Republic is a fair indication that the Republic is not yet as firmly sented as it might be. The British Foreign Office, it may safely be taken, is not uninformed as to the position of affairs. it doubtless knows that a condition of stability which would justify definite action as not yet been attained. The Spanish Foreign Office also, which is conducted just at present with a vigour and ability which exceeds that which has characterised it for a very long time past, is also probably well informed, and it has just announced that it is waiting on the decision of Great Britain.

The pancity of real information, the constant alarms, the mobilisation of semething over 40.000 troops on the frontiers, the constant dread of Captain Couceiro's ability, all these significant facts tend to show that the present Portuguese Government fear the small st Royalist success on the frontier, and that they are mistrustful of what might be the attitude of the internal population in such an event. It is certain, too, that in the person of Captain Couceiro the Royalists have a leader of real personal ability and magnetism and considerable military qualities, who is not likely to make any mistake should the fortune of war give him the initial advantage.

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On 8th August, 1911.	COMPANY. PAID UP	
MESSRS. LYALL AND EVATT'S LIST.]	Banks Hongkong & S'hai \$125	-\$940, buvers
Nom. Value. Buyers. Sellers	National of China 28 Russo-Chinese R1871	480, sales Tis, —
2s Allagar	Insurance:— Union Society C't in \$100 North-China	\$825, auyors Tis. 1671, sollers
1 Anglo-Johore 783 98 28 Anglo-Mulay 1686 1786	Yangtsze Assocn \$60 Canton \$50	\$215, buyers \$210
1 Ayer Kuning 13s3 17s 1 Bantong 41s3 48s9	China Fire \$50 China Fire \$20 Shipping:—	\$335, buyers \$122, buyers
2s Bat in : Malaka 1810½ 282 £1 Batu Caves 220s 235s 1 Batu Tiga 70s 78s9	Indo - China $\left\{ \begin{array}{l} \mathbf{pref.} \\ \mathbf{def.} \end{array} \right\}$ £5	The 48, sales & b.
1 Beinfort Borneo 15-6 16s- 1 Bukit Kajang 37s 38s6	Shai Tug & prof. \ 210	211.0.0, nom. Tis. 20, sellers
1 Buk t Lintang	Kochien Transport- ation's Tow-Boat T50	Tla. 30, sellers
2: Bukit Solongor 1:3 pd. 1s dis. 36 dis £1 Carey United 5s p.d. 5s 10s pm 1 Castlefield 107:6 116:3	S'hai Dock & Eng T100 H. & W. Dock \$50	Tls. 51, buyers Tls. 57, softers
2s Chersonese 3s 3s6 2s options 59 1s 4	S. & H'kew Wharf T100 H, K'loon W. & G \$50	Tls. 90 \$50 Tls. 130
2s Cicely Ord 34s 39s 39s 39s	Mining:- Raub Australian 21	\$2
2s Consolidated Malay 15s71 17s £1 Damonsara 100s 112s 6 x div. 1 Donnistown 22s6 26s6	Chinese Eng. & Min. £1 Lands:—	Tla. 145, sales
2s Ellinburgh 7s10s 9s £1 Federated Selangor 190s 210s	S'hai Investment T50 H'kong Investment \$100 Humphreys' Estate T10	Tls. 891, buyers \$96, buyers \$61, buyers
£1 Golden-Hope	Weiheiwei T20 China T50 Anglo-French T100	Tis. 44, sales Tis. 50, nom. Tis. 021, buyers
1 Hajoep 7s3 8s10½ 1 Harpenden 175s 190s 2s Heawood 3s10 4s	Plantations:- Alum Estates, Ld £1	Tle. 71, sellers
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£1 Kapac Para	Tobacco	Tis. 123
£ 1 Kepong 111-3 125s 2s Kota Tinggi 2s 2s3 £1 Kuda Lumpur 123s9 135s	Ewo T50 Internationals T75 Laon Kung Mow T100	Tls. 86, sales Tls. 424, sales Tls. 61
2s Labu (F.M.S.) 8s6 9s6 21 Lanadron 653 72s6	Soy Chees T50 Shaughai Cotton T50	Tls. 23, buyer: Tls. 51
1 12-6 pd 20s 27s6 pm.: 2s Linggi Ord 39s9 42-6 c-rts	Industrial:— A. Butler Cement,	Tle. —
£1 Lum t 16s pd 9s 12s pm. 1 Malacca 7½ Pref 160s 175s	Tila Works	Tis. 23, buyers \$72½, sales Tis. 21, buyers
2s Merliman 167s6 182s6 3.3 3.6	Lumber Tro	Tis. 76, sales \$141, buyers
£1 Mount Austin 2780 3183	C. Sugar Refining \$100 Green Is. Coment \$10 Mantschappij, &c.,	\$4, buyers
2s Padang Jawa 2s Pata ing 41s 46s3 x div. 2s Pelepuh 3s3 4s12	Major Brothers T50 Scharff's Oil & Bone	Tis. 88, buyers Tis. 25, sellers
2s Perak 6s 7s £1 Permas 20s 22s6 2s Port Dickson 6 pd. par -842 pm.	Shanghai Electrice £10	Tls. 10, sollers Tls. 514, buyers
1 Rembia Pref. 22s 25s 1 R. Est of Johore 15s pd. 25 30-6 	Shanghai Electric & \$25 Asbestos	\$21, sales Tls. 105
£1 R. Invest Trust 10s pd. 7s9 9s pm. 1 Sagga 205s 227-6	Shanghai Ico	Tis. 12 Tis. 22, sellers Tis. 383, sellers
1 Sapong 23s9 27.6 1 Scaffe'd 90s -98s9 2s Selangor 40s 45s x div,	Stores:- Hall & Holtz \$20	\$18½, sellers \$55, sales
£1 Sendayan 18s-pd 20s. 30s pm. 2x Sengat 5x3 4x3. £1 Seremban 70s 81x3 x div.	J. Llewellyn	\$54, buyers \$10, sellers
1 - helford 48-9 57s6 x div. 1 Sinlang 29s 35s z div.	S. Moutrie & Co \$50 Weeks & Co \$20	\$400 \$20, sellers \$244, buyers
2s Straits S. Bertam 5.3 5.56 C1 Straits Rubber 91s3 102s6 x div.	Lane, Crawford & Co. \$100 Dunning & Co \$50 Hoteles -	\$115, anles \$21, anles
2s Sumatra Para 8s3 9s £1 Sungei Choh 63s9 72s6 2s Sungei Kapar 9.7½ 16s9	Astor House Hotel + \$25 Hongkong Hotel Co. \$50	\$111, sellers
£1 Sungei Krian Pref 23s9 27s6 1 Sungei Salak 66-9 75s x div. 1 Sangei Way 100s 103s9	Hotel des Colonies T12.50	
1 Tanjong Malim 12s6 pd. 186 pm. 1 Tangkah Pref 15s6 20s	" HONGKONG DAI PUBLICATION	
£1 Tremelbye 90s 97-6 1 United Serdang 83s9 97-6		. ·
1 United Sua Betong 22s 25/ 2s United Sumatra 6s9 7s72 2s United Temisang 1s3 pds6 dis3 dis.	OF THE FAR EAST Do: Do. Si	\$10,00
2s Val d' Or ———————————————————————————————————	CHILDREN OF FAR CA	ol, by C. J.
7.3 8.3 x div- \$1 Alor Gajah \$1.45 1.50 10 Ayer Hitam 34.00 36 00 1 Ayer Kuning 0.50 0.70	THE JUBILEE OF HOLD	NGKONG,
11 Ayer Molek 1.572 1.622 50 Ayer Panas 3.45 3.55	is added an Account of the tions in 1391 THE HONGKONG TYPH	he Celebra- CON Sent
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"WITH DOG AND GUN IN THE NEW TERRITORY."

DEING the Series of Articles recently contributed to the "Hongkong Dan Q PRESS" by "Sportsman," reproduced in bod

PRICE ONE DOLLAR. Hongkong, 29th October, 1910

SHANGHAL SHARE QUOTATIONS BISLEY. On 16th August, 1911.

SKETCH OF THE WEST RIVER

KOWLOON

POWER OF ATTORNEY FORM ...

PLAN OF VICTORIA

marce, by Chas. J. H. Halcombe ... 2.0

" NEW TERRITORY ...

MAIL TABLES for 1 911 ... 0.30 & 0,20

THE POUNDS AND PENCE OF The Bisley Carnival has now begun, wrote a contributor to the Pall Mall Gazette recently, and from early morn to dewy eve enthusiasts with the rifle will never cease pumping lead at the targets, and in the intervals between shots anathematising every wind that blows, and, notwithstanding the fact that it appears to be a feature of that corner of Surrey for the gentle. breezes to blow at short intervals from each point of the compais in turn, asgood many that do not. The exact number of entries made for this year's events has not transpired, but the grand aggregate is believed to have left behind the 1907 aggregate of 55,286, the smaller figures (51,927) of 1908, and the grand record of 1909, that is to say, 56,901, which is proof positive of the enormous interest taken in the meeting by marksmen all the world over. Although a simple laurel or wild olive wreath would doubtless be regarded by a large member of entrants as a prize all sufficient to promote keen competition, the fact that prizes to the value of £15,529, to quote last year's figures, are available does not appear to act as a deterront. At all events, not appreciably. Including challenge cups, at the first meeting | Astron, 2nd class cruiser, 4,360 tons, 10 guns, of the N.R.A., a reminiscence of Wimbledon and 1860, the value of the prizes amounted to £2.238 all tid, and the number avail: able was but sixty seven, but the success that attended the meeting from its incoption was such that at the eighth gathering there were 935 prizes to be shot for, and their value was five times the amount that was considered adequate for the meeting that Queen Victoria in ingurated with a "bull's-eye." Up to and including 1878, in which year the value of the prizes amounted to £14.614, it was customary to include in the statement of the value of the prizes shot for the value of the challenge cups and trophics. Naturally this method of assessment gave a very inflated appearance to the prize list, and when the value of tropbies such as the Eloho Shield (£2,000). National Challenge Trophy (£1,000) Ashburton Chellange Shield (£140), Donegal Cup (£500), and many other objets d'art that could not be won outright, was deducted from the gross amount available for distribution, the sum that notually found its way into the pockets of the competitors was reduced to probably half the nominal amount competed for. In 1879 the old method of assessing the value of the prizes was abandoned, and when to-day we learn that between five and six thousand prizes are shot for we know that the winners received the same for "keeps," in addition to any Challenge Cups, etc., available, and that the £14,500 or so distributed at the close of the meeting actually became the property of the winners, who paid £:5,116 in entrance fees in 1907, £14,355 in 1903, £16,370 in 1903 and £14,353 in 1910, and had not to be returned, as in the case of the challenge trophies, at the close of the year. It is interesting to note, by the way, that from its inauguration in 1890 to date Bisley riflemen have paid £289,000 entrance | Monmouth, armoured eruiser, 9,800 tons, i.h.p. fees, and have taken away £255,500 in prizes, but in view of the fact that railway fores, board and lodging, and other expenses are estimated to | have cost the enthusiast an additional £150,000 it is evident that to win one pound in prizes costs the man behind the gun at least. £1 15s. 5d. of his own money. It may be pointed out that as the entrance fees in a year similar to that of 1909 -in 1908 the boot | Nightingale, river gunboat, 85 tons, 240 h.; Was on the other leg-exceed the value of the prizes by some £7:0, the wonder is that they do not exceed the money distributed by the Otter, torpedo-boat destroyer, 385 tons, 6 guns authorities by as many thousand pounds as they do hundreds, in view of the heavy expenses and the fact that the public only mays £150 or so for admission. Had not the Association other resources and make mory generous patrons, including his Majesty the King (£250), the sum deducted from the entrance fees would be very much greater, as can be gathered from the statement that, including its prize distribution and

GERMAN, IRON INDUSTRY,

other expenditure, Bisley costs something like

shot, of which 500,000 are fired at each meeting.

£20,000 per annum to run, or about 10d. per

For some months the question of the relative importance of foreign markets and the home market, as far as the iron industry is concorned, has, says Engineering, been attracting a considera le amount of attention in different quarters in Germany; but it is a difficult problem to solve, the more so because the weights of iron imported and exported in the various stages of manufacture are difficult to compare. Waterwitch, surveying ship, 620 tons, 450 i.h.; Nor is it, on the other hand, correct as far as some branches of the iron industry are concerned, to com are the German export with the 18th, 1906, Illustrated Account ... 0.50 sutire production, and to state the result to be. perhaps, 5 or 10 per cent, of the aggregate production of pig iron and manufactured iron. It is overlooked that of the 90 or 88 per cent. which, in the meantime, remain in the country, a further 5 or 10 per cent, are subsequently exported in a more finished state. Of the German pig-iron production in 1910, which amounted to an aggregate 3.00 of 14,800,000 tons, there were only exported about 800,000 tons, or some 5.5 per cent. The rest-that is, 945 per cent-of the German pigiron production was, however, principally worked into steel, and in this shape there were exp rted, during 19 0, 500,000 tons of halffinished goods, 500,000 tons of shape iron. 500 000 tons of bar and hoop iron, 400,000 tons of plate, 400,000 tons of wire, and 700,000 tons of railway material. Leaving out of consideration that it requires more than one ton of pig. iron to, make one ton of manufactured steel, the above-mentioned specialities nione present an export of 3,000,000 tons of the 14, 00,000 tons of pig-iron, which leaves only 75 per ceut, of the German pig-iron as remaining within the country. This figure, however, is still much too high, as engine construction; the electrical industry, and the manufacture of smaller articles, which all show a material export sarplus, naturally absorb further quantities of iron for this export. The truth is that about half of the German iron and iron goods production is exported. The Gorman home market will for the future only prove capable of comparatively unimportant development as far as iron consumption is concerned. When the home market showed considerable development, and this was the case over a long period, foreign competition was forced more and more into the background. This has reduced the entire import of fereign iron, iron goods, and machinery down to about 6 per cent. of the home production. The inland demand for raw material increases to a great extent only, because the manufactured articles most with a larger sale for export. The Gorman consumption of pig-iron could not have increased

so largely in 1910 had not the export of girders,

bar iron, half-finished goods, wire, pipes, railway

material (40 per cent.), machinery (20 per

cent.), &c., increased so largely.

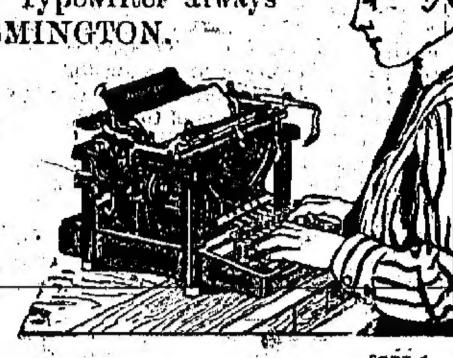
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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i h.p., Comdr. A. Lowndes, Weihaiwei. Olry, river gunboat, 170 tons, 6 guns, 500 h.p. 7,000 i.h.p., Captain E. B. Kiddle,

Weibaiwei. Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong. Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Shanghai. Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Yangtaze. Cadmus, British sloop, 1,070 tons, i.h.p. 1,400

f.d., Comdr. H. Lynes, Hongkong, Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400. -Comdr. H. R. Veale, Shanghai, Fame, torpedo-boat, destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe

Weihaiwei Flora, 2nd class cruiser, 4,360 tone, 10 guns 7.000 i.h.p., Captain J. Nicholas, leaves Hongkong for Colombo - 18th August. flandy, torpedo-beat destroyer 295 tons, 6 guns,

4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkoug. dart, torpedo-boat destroyer, 295 tons 5 guns. 4,000 h.p., Lt.-Comdr. Hon. Guy Stopford. Janus, torpedo-boat destroyer, 320 tons, 6 guns

3,900 h.p., Lt. Comdr. M., B. R. Blackwood Weihaiwei. Kent, armoured cruiser, 9,800 tons, 14 guns. i.h.p. 22,000, Capt. S. St. J. Farquhar,

Weibniwei: Kirsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Shanghai. Merlin, surveying ship, 1,070, tons, 6 guns, 1,403 i.h.p. Commr. B. O. M. Davy, Sandakan. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. .C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000. Capt. G. C. Cayley, Weihaiwei

22,000, Captain L. E. Power, M.V.O. Weihaiwei. Moorhen, river ganboat, 180 tons, 2 guni.h.p. 800, Lieut.-Comdr G. P. Leith,

West River. Newcastle, 2nd class craiser, 4,800 tons, turbine. Captain George P. E. Hunt, D.S.O. Woihaiwei. Lt.-Comdr. Claude Hillersden-Woodward

R.N., Yangteze. 6,300 i.h.p., Comdr. Lambe, Weihniwei. Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Cosmo A. O. Douglas, West

Reserve, depot ship for Submarines, 980 tons. i.h p. 1,400, Lt. Commr. N. E. Archdale, Hongkong. Sandpiper, river gunboat, 85 tons, 2 guns, 24 h.p., Lieut.-Comdr. E. J. J. Southby

Wost River. Snipe, river gunbout, 85 tons, 2 guns 240 h.p. Lt. Comdr. Maurice B. Leslie, Yangtsze. Taku, torpedo boat destroyer, 305 tons, i.li.p. 6,000, Gunner E. J. Trillo, R.N., Hong

Tamar, receiving ship, 4,650 tons, 6 gun: Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. R. J. Buchanan, Yangteze. Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie Hamilton, Shanghai. Virago, torpede-boat destroyer, 395 tons, 6 gua: 6.300 i.h.p., Liout.-Comdr. Harold D. Adair

Hall. Weihaiwei. Lient. Comdr. R. L. Hancock, Singapore. Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. E

Hartford, Weihaiwei. Widgeon, gunboat 195 tons, 2 guns, 800 h. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 b. Lieut. Comdr. B. R. Brooke, Yangtsze. Woodlark, gunboat, 150 tons, 2 gans, 550 h. - Lieut. Comdr. G. F. A. Mulock, Yangtsze.

Submarines : --No. 36, Godfrey Herbert, Lieut.-Commr. No. 37, A. A. L. Fenner, Lieut.-Commr. No. 38, J. R. A. Codrington, Lt. Commr.

Kaiserin Elisabeth, Austrian protected cruiser 4.000. Fregattenkapitan Oskar Hansa. Northern Waters Panther, third class cruiser, 1,530 tons, Fregattenkapitan, Theodor Skerl Edl. von Schmidtheim

PRENCH.

Achéron, armoureu gunboat, 1,830 tons, 9 guns 1.700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5.100 h.p., Commander Fournier, H kong Alouette, gunboat, 506 tons, 7 guns, 401 h.p. Commander Badin, Saigon Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut, Audouard,

Baionnette, gunboat. Cimeterre, ganboat, 140 tons, Reserve, Saigon Caronalde gunboat, 184 tons, Reserve, Saigon Décidée, ganboat, 630 tons, 10 gans, 900 h.p. Lieut. de Linarès, Shanghai Dupleix, armoured cruiser, 7,578 tons, 26 guns,

Desaix, armoured cruiser, 7,57 8 tons, 26 guns, 17,000 h.p. D'Therville gunboat Estoo, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut

Combet, Saigon Fronde, destroyer, 300 tons, 7 gans, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs, Montcalm, armoured cruiser, (flagship) 9,367 tons, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-

danone, surveying ship, 1,625 tons, 10 guns 900 b.p., Commander Ragot de la Touche, Mouquet, destroyer, 300 tons, 7 guns, 6,300 Commander de la Roche Kerandraon,

Lieut, de Maindreville, Upper Yangtse Peiho, river gunboat, 130 tons, 4 guns, 280 h.p. Lieut, Puech, Tongka Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier. Saigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol Hougay. Protée, sub-marine, 70 tons, 60 h.p., Lieut.

. Morris, Saigon Redoutable, battleship (reserve), 9,330 tons 37 guns, 6,200 h.p., Capt, Drouet, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns 1,600 h.p., Lieut. Seriot, Saigon. Takon, destroyer, 280 tons, 6 guns 6,500 h.p.,

In Reserve, Saigon Vauban, torpedo-depot, Commander Mortenol Vétéran, torpedo-depot, Lieut. Bihel, Cap Vigilante, řiver gunboát, 180 tons, 6 guns, 7 h.p. Lieut. Dumonlin, Sikiang

Arcona, craiser, 2,719 tons, Captain von Hipper Litis, gunboat, 1,000 tons, 10 guns,

Captain Laus Jaguer, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky Wohner Leipzig, craiser, Captain Engel Luchs, gunboat 850 tons, 10 guns, 1,344 h.p. Captain Bölken Scharnkorst, armoured cruiser (flagship)e

11,420 tons, 52 gans, 26,000 h.p., Kapitan Zur See Masss Taku, destroyer, 280 tons, 4 gans, and 2 torpedo tabes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram Corpedo boat "Sgo," Kapitan Leut, Heyden Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain v. Koss

Tsingtau, gunboat, 170 tong, 5 guns, 1,300 h.p. Captain Ross Vaterland, gamboat, - tons, 3 gams, 500 h.p. Captain Toussaint

Calabria, protected cruiser, 2,428, tons, 26 guns 4,000 h.p., Capitano Maris Casanuova di Puglia, propected orniser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gusani Vlyconti Mar-

chese Lorenzo

PORTUGUESE. Patris, gunbost, 700 tons, Captain J. Affrexo UNITED STATES. Albany, orniser, 3 000 tons, C. S. Williams. Arayat, gunboat, Lieut. Comdr, Mett H Signor Bainbridge, destroyer, 7 gans and 2 torpedo tubes Ensign Lloy! W. Townsend Barry, destroyer, 420 tons, Ens. Edmand S.

Callao, gunboat, 243 tons, Ens. J. R. Murrisson Cleveland, cruiser 3,200 tons, Commander Hugh Rodmin, Shanghai Charleston, battle-hip (flagship), 9,700, tras 58 gins, 21,000 h.p., Comdr. John H.

Gibbius, Shaughai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Channey, destroyer, 420 tons, Ens. I. N Dale, destroyer, 420 tous, Lieut. Herbert H.

Denver, cruiser, 3,200 tons, Comdr. Edward E. Cagehart, Shanghai Galveston, cruiser, 3,200 tons, Commander John A. Hoogawarff, Manila Helena ganboat 1.392 tons, Comdr. Rouban - O. Bitler, Shanghai dindoro, gunboat, Lieut, George M. Baum

Mohican (station ship), Commander G. R. MonSterey, monitor, 4,000 tons, Lt. D. W. Todd Nanshan, transport, 1,577 tons, W. D. Parleigz New Orleans, orniser, 3,430 tons, Comdr. Roger New York, cruiser (flagship), Comdr. J. P.

Paraguay, gunbost, Ensign Roy L. Lownsu . Pennsylvania, armoured craiser, 13,680 tons Capt. A. Ward Pompey, collier, 1,600 tons, James D. Linett.

Porpoise, 125 tons, 160 h.p., Ens. Keans Whiting Rainbow, orniser, 6,026 to us Comdr. A. C Samar, gunboat, Ensign W. C. I. Stiles Shark, 125 tons, 160 h p. Ensign Theodore G

Villalobos, gunbost, 370 tous, Lt. A. Antraws Wilmington, gunboat, 1890, Comir. G. R. Sailsbury Hongkong

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Wong Sin-Eels, Yellow 80 Tso Pak Yu-Herrings , 20 Me Mong Yu-Mong Fish 40 A A Kai Kung Yu-Parrot Fish ... , 18

Pak Ch'ong-Pomfret, White. ,, 30 Hak Ch'ong- "Black... , 24 Ming Ha-Prawus 5 48 Pi Pa Sa—Rey 9 AWE Sik Kau Kun, -Rock Fish ... , 17 漁器 Chun Yu—Roach..... ,, 10 19 Sa Yt-Shark 9 海水區 Ma Yau Yu—Salmon, Canton ... 40 # Shang Yu-Salmon, Fresh Water, -A DA Tso Hau Yu-Turbot...... 26

Hau Tes Yu-Pike

All Kök Yü-Turtles, small, freshwater , 56 Pak Bit Yu-White Bait Fauire. THE Kam Shan Ping Ko-Apples, 理学学天 Tin Taun Fin Ko-Apples, C'foo Hoi Tong-Apples, small, C'foo ...-

五千本日 Yat Pun Ping Ko-Apples, 整备整备 Shang Sheng Houng Tsiu-I manas, fragrant, Canton.... Many Heung Tsiu-Bananas brides, Macso., 3

We Young I - arambola 6 Fung Lut-Chestnuts, Chinase .. -子班 Ye Taz—Cocomuts..... each 10 子基数 P'6 Tai Tsz-Grapes... Ist ql. lb. 15 Ning Mong-Lemons, Chinese , 6 Kam San Lingmon-Lemon, American.....cach

-2nd " " -数数 Lai Chi Kon—Lichees, Small ,, 20 Ning Mong-Lemons,-Saigon .. 10 世典出 Lui Sung Mong—Mango, M'la each — Ent On Nam Mong-Mango, Saigon ... 子析UShan Chuk Tsz-Mangosteens, ...

per doz 120 Yong Sai Kwä-Water Melon, American..... per lb. — Sai Kwä—Water Melons China 3 He Heung Kwa - Musk Melon Passion Fruit, American ... lb. -

Ch'ang-Oranges, Sweet Chiu Chau Chang- Orange, Swatow 3 6 配門油 O Mun Ch'ang-Oranges, Macao , 6 Chu Sa Kat- " Small " 5

Mandarin ... Tim Kat-Shanghai Li-Pears American . -Sa Li-Pears Canton 6 Hung Li-Plums' Swatow..... Sin Tsi-Pears, Cooking Canton-Hung Tei-Peraiminons large 3, 10 Pun Ti Po Lo-Pine-apple..... 10

THE BANK LINE,

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER. B.C. SEATTLE PORTLAND (Or.),

SHANGHAI **JAPANESE**

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

	Steamers	Tons Dw.	Captain	To Sail on or About
ė.	SUVERIO	11,000	F. S. Cowley	1st September.
	KUMERIC	11,000	G. B. McGill	26th September.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers, The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to-

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THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Leding from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal). EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

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For Rates and Further Information, apply to-

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REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS. From Hongkong

FROM CALCUTTA: [End August.

MANAGING AGENTS.

For Rates of Freight and Further Particulars, apply to-THE BANK LINE, LIMITED,

Hongkong, 20th July, 1911.

Shanghai Lo Kwat

在文本大 Pai Ye Ts'oi Fa __ Large Size .. __

在本籍中 Chung Ye Ts'oi Fa—Cauliflower ...

Med. Size

Med. Size

Def Can Te on Colory, China lb. 5

The Young Can Ta'oi-Celery, Eng. , _

Fu Kwa-Bitter Squash 8

Kon Lat Chiu-Chilies, Dried , 15

推翻 Hung Fa Tain-Chilies, Red... , 12

Shuen Tau-Garlie.....

24 Lo Keung-Ginger, old

力性 Kan Lik—Horse Radish, S'hai , 12

* Suk Mai-Sweet Corn.....piece -

Tax Keung-Ginger, young ... , 5

Ta'ing Lat Taiu-Chilies, Green

Ik Taing Kwa—Cucumbers

本社Mi Ka Li Ts'oi Liu—Curry Stuff,

Frequent Sailings

SWEDISH EAST LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION STEAMERS DATE OF SAILINGS. COPENHAGEN and BALTIC PORTS ... "YEDDO" About 20th Sept.

SHANGHAI, YOKOHAMA, KOBE & Moji "CANTON" About 17th October.

For Freight and Further Particulars, apply to TELEPHONE No. 171. OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

YORK BUILDINGS TOP FLOOR

本生界 Young Shang Ts'oi-Lettuce... ib, 1 Pears (America) Mush Melon..... 東跨萬大 Papaw 1st qualityoach— 語文生 Shang Tso Ku-Mushrooms, 图演 Pineapple Cooking only...2nd ,, fresh..... Mar Young Ta'ang Tau-Onions, Luk Yau-Pumelo, Amoy ... each -

產生 Shang Ta'ung-Onions, Green , 5 論理 Chim Lo Luk Yau—Pumelo, Saim , 18 原產本程 Yat Pun Ts'ung Tan-Onions, San Hop To-Walnuts, Fresh 15, 18 Japanese Hop To-Walnuts, Green Shanghai Ta'ung Tau-Onions, Shanghai 6 VEGETABLES, &c. Me Mo ka-Okross Tray & L Shanghai Ya Chi Chuk-地名# Young Ynen Si-Paraloy, Eng-Artichokse, Shanghai 牙薯糖醇 Foochow Shu Tsai-Potatoes Loong Soo Ts'oi-Asparagus...doz --Chuk Shun-Bamboo Shoots ... lb. 5 Foodhow A Nga Tadi-Baans, Sprout 上仔 Shanghai Shu Tsai—Potato At Tau Kok- " Long. FFAB Yat Pun Shu Trai-Potatoies, Win Tau- , Broad Pin Tau- " French, S'hai " Japanese AME O Moon Bin Tau-Beans, 任务門地 O Mun Shu Tsai-Potatoes, Macao (French) Macao Har Hung Tan Te'oi Sho Beetroot 母雄族 Fa Ke Shu Tsai-Potatoss, Kau Sun-Cane.... American 董肯 Ta'ing Ke—Brinjals Green 新元 Yuen Ks— Red 宋日 Pak Te'ol—Brassica San Shu—Potatoes, Sweet..... Re Tung Kwa-Pumpkin. 本任情 Chu Tsai Ts'oi-Pursline 本 Kai Ts'oi—Cabbage Chinese 告日本社 Hung Lo Pak Tsai-Radish ... Kon Ts'ung Tau-Shalots..... 本并准上 S'hai Kai Ts'oi—, Shanghai Kam Shin-Carrots 6 Yin Ts'oi - Spinach..... 数字 Ft Tau—Taros Xa Ta'oi Fa-Cauliflower..... each -

Fan Ke-Tomatoes. The Lo Pak-Spinsch Chinese 2 A Tau kok...... Lien Ngan-Lily Root TER Yenng Lo Pak-Turnips, Eng. n. 2 Tait Kwa-Vegetable Marrow, 3 Ma Tai -- Water Chestnuts. .. お野林樹 Kwei Lam Ma Tai - Water Chestnute, Mundaarin , 6 A A Sai Yuong Ts'oi-Water Cresses . 6 Tai Shu-Yams.....

Sage, per bundle .. -The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted. W. BOWEN-ROWLANDS, Secretary, Sanitary Board.

THE DOMINION NAVIES.

THEIR STATIONS AND THEIR FLAGS.

RELATIONS WITH FOREIGN POWERS.

Ottaws, July 28. Sir Wilfrid Laurier presented to the House of Commons to day the defence scheme as agreed upon by the representatives of Great Britain and the Oversea Dominions, and adopted by the Imperial Conference. The Premier read a cable message from Mr. Harcourt to Lord Grey, in which the Colonial Secretary stated that he consented to the presentation of the report to the Canada Parliament in deference to Sir Wilfrid Laurier's wishes, and that he had notifled Mr. Fisher. It is generally understood here that the reason Sir Wilfrid Laurier pressed for this is the imminence of the dissolution of the Canadian Parliament.

TEXT OF THE MEMORANDUM.

The memorandum is as follows:-I.—The naval Services and forces of the Dominions of Canada and Australia will be exclusively under the control of their respective Governments.

II .- The training and discipline of the naval forces of the Dominions will be generally uniform with the training and discipline of the Fleet of the United Kingdom, and by arrange-ment the officers and men of the said forces will be interchangeable with those under the control of the British Admiralty.

III.—The ships of each Dominion naval force will hoist at the storn the white ensign as the symbol of the authority of the Crown, and at the Jack staff the distinctive flag of the Dominion.

IV .- The Canadian and Australian Governments will have their own naval stations as agreed upon from time to time. The limits of the stations are as described in Schedule A (Canada) and Schedude B (Australia).

V .- In the event of the Canadian or Australian Government desiring to send ships to a part of the British Empire outside their own respective stations they will notify the British ASARI MARU, Japanese str., 1,749, Nakario

VI.—In the event of the Canadian or Ausforeign port they will obtain the concurrence of the Imperial Government in order that the necessary arrangements with the Foreign Office may be made, as in the case of ships of the British Fleet, in such time and manner as are usual between the British Admiralty and the Foreign Office.

VII.-While the ships of the Dominions are at a foreign port a report of their proceedings will be forwarded by the officer in command to the Commander-in-Chief on the station or to the British Admiralty.

VIII .- An officer in command of a Dominion ship, so long as he remains in a foreign receive from the Government of the United Kingdom as to the conduct of any International matters that may arise, the Dominion Government being informed. A commanding officer of a Dominion ship having to put into a foreign port without previous arrangement on account of stress of weather, damage, or any unforeseen emergency, will report his arrival and reason for calling to the Commanderin-Chief of the station or to the Admiralty,

receive from the Government of the United Kingdom as to his relations with the authorities, the Dominion Government being informed. IX.—When a ship of the British Admiralty meets a ship of the Dominion the senior officer ceremony, of international intercourse, or where united action is agreed upon, but will have no

operate by mutual agreement. take command, but not so as to interfere with orders that the junior officer may have received from his own Government,

XI.—Whon, a Court-martial has to be ordered by a Dominion and a sufficient number of officers are not available in the Dominion Service at the time, the British Admiralty, if requested, will make the necessary arrangements to enable a Court to be formed. Provision will be made by Order of his Majesty in Council and the Dominion Governments to define the conditions under which the officers of the different. services are to sit on joint Courts martial.

XII .- The British Admiralty undertakes to lend to the Dominions during the period of development of their services, under conditions to be agreed upon, such flag officer and other officers and men as may be needed. In their selection preference shall be given to officers and men coming from or connected with the Dominion, but they should

all be volunteers to the Service, XIII.—The service of officers of the British Fleet in the Dominion naval forces, or of officers, of those forces in the British Fleet, will count in ail respects for promotion, pay, retirement, &c., as service in their respective forces.

XIV: -In order to determine all questions of seniority that may arise, the names of all officers will be shown in the Navy List and their seniority determined, by the date of their commission, whichever, is the earlier in the British, Canadian, or Australian Services. Samsen, German str., 998, R. Petersen, 10th XV. - It is desirable in the interest of efficiency and co-operation that arrangements should be made from time to time between the British Admiralty and the Dominions for ships of the Dominions to take part in fleet exercises, or for any other joint training considered necessary, under the senior naval officer. While so employed the ships will be under the command of that officer, who would not, however, interfere in the internal economy, of the ships of another Service further than may be absolutely necessary.

XVI .- In time of war, when the naval Service of a Dominion or any part thereof has been put at the disposal of the Imperial Government by | SUNGRIANG, British str., 987, H. Mathias, 19th the Dominion authorities, the ships will form an integral part of the British Fleet and will remain ander the control of the British Admiralty during the continuance of the war. XVII.—The Dominions having applied to

their naval forces the King's Regulations, Admiralty Instructions, and the Naval Discipline Act, the British Admiralty and the Dominion Governments will communicate to each other any changes which they propose to make in these Regulations or that Act. SCHEDULE A (CANADA).

The Canadian Atlantic Station will include the waters north of 30deg. North latitude. and west of meridian 40deg. West longitude. The Canadian Pacific Station will include the waters north of 30deg. North latitude, and east of meridian 180deg. longitude.

SCHEDULE B (AUSTRALIA). The Australian Naval Station will include on the north from 95deg. East longitude by parallel 13deg. South latitude to 120deg. East longitude, thence north to 11deg. South latitude, thence to the boundary with Dutch New Guinea on the south coast in about longitude 141deg. East, thence along the coast of British New Guinea to the boundary with German New Guinea in latitude 8deg. South, thence east to 155deg. East longitude.

On the east by the meridian of 155deg. East longitude to 15deg. South latitude, thence to 28deg. South latitude on the meridian of 170deg. longitude, thence south to 32d g. South latitude,

thence west of the meridian of 160deg. East longitude, thence south, On the south by the Antarctic Circle. On the west by the meridian of 95deg. East

THE SIBERIAN ROUTE.

longitude. - The Times.

At the request of numerous traders and others, the Paris Temps has been inquiring from the French Under-Secretary for Posts why printed matter, papers, and samples destined for the Far East are sent by the sea route vid Suez or Vancouver instead of being sent by the Trans-Siberian railway, a route-three times as rapid. The reply from the Under-Secretary's Office was, of course, to the effect that, owing to the high tariffs imposed by the Russian administration for the transport of postal correspondence by the rail route, it had been decided to send only letters and postcards by this road. It is added, however, that the French postal admin- Hongkong & Neighbourhood istration is making efforts to put un end to this anomalous and absurd situation. Very active representations have been made to St. Petersburg with a view to obtaining a reduction of the rates for postal communications, but so far without success. Our contemporary understands that both the German and English South coast of China between Same as No. 1.

Governments have taken similar steps, and with Hongkong and Hainan... Same as No. 1. as little success. It should surely be possible, says a Peking contemporary, for the three postal services to bring still greater pressure to bear on the Russian authorities, in order that this serious inconvenience to international trade: may be speedily established.

SHIPPING IN PORT.

22nd August-from Port Arthur, Coal-Mitsui Bussan Kaishi. tralian Government desiring to send ships to a BENGLOE, British str., 2.559. M. W. Guy, 20th

Ang. -Singapore 13th August, General-Gibb, Livingston & Co. BORNEO, German str., 1,344, F. Sombill, 17th August-Sandakan 12th Aug., Timber and General-Melchers & Co.

ATHERINE APCAR, British str., 1,800, L. C. Townsend, 22nd August-Singapore 17th August-David Sussoon & Co. CHEONGSHING, British str., 1,259, V. Liddell 21st Aug.-Tientsin and Ports 13th Aug. General—Jardine, Matheson & Co.

CHENAN, British str., 1,350, W. Lloyd Jones, 21st August-Shanghai 17th Aug., General -Butterfield & Swire. port, will obey any instructions he may CHINA, American str., 3,186, Emery Rice, 22nd August-San Francisco 26th July, Mails and General-P. M. S. N. Co. CHINKIANG, British str., 1,229, Kay, 16th Aug.

-Moji 9th August, Coul-Butterfiell & Swire. HIYUEN, Chinese str., 1,828, Wm. Jamieson, 19th August-Shanghai - 16th August, General-C. M. S. N. Co. HOISING, German str., 1.018, F. Bruhn, 20th August-Bangkok 13th August, Rice-

and will obey, so long as he remains Butterfield & Swire. in the foreign port, any instructions he may DRUFAR, Norwegian str., 1,102, J. Bing, 17th August - Bangkok 9th and Swatow 16th Angust, General-Kin Tay Loong, GERMANIA, German str., 1,714, H. Frandson.

7th August-Wakamatsu 30th July. Coal -Jebsen & Co. will have the right of command in matters of Goldmouth, British str., 4,865, J. M. Evans, -22nd August-Singapore 16th August, Petroleum - Order. power to direct the movement of ships of the Goodwin, British str., 2,329. A. W. Peters,

other Service unless the ships are ordered to co-20th August-Karatsu 14th August, Coal -Butterfield & Swire. X .- In foreign ports, the senior officer will Hong Wan I., British str., 2,060. Hainsworth, 16th August-Singapore 11th August. - General-Joo Tek Sing.

HUICHOW, British str., 1,257, G. Hooker, 21st Iloilo...... " 29.85 79 — sw August-Tientsin and Swatow 20th Aug. General-Butterfield & Swire. JAPAN, British str., 3,806, A. Stewart, 19th August Calcutta and Straits 11th Aug.

General and Opium-David Sussoon & Co. JESERIC, British str., 1,234, White, 6th August -Keelung 2nd August, General-Bank Line, Ltd. LAERTES, British str., 2,904, I. Taylor, 21st

Aug.-Singapore 16th August, General-Butterfield & Swire. Loone Sang, British str., 1.192, G. W. G. Leask. 21st August -- Manila 18th August. General-Jardine, Matheson & Co.

MABIE RICKMERS, German str., 2.256, A Rupp, 21st August - Hamburg 18th June. General-Order Nippon. Austrian str., 4.015, E. Tarabochia, 22nd August -Kobe 12th Aug., General-Sander, Wieler & Co._ PHEANANG, German str., 1.020, Reber,

16th August-Bangkok 9th August, Rice, - Butterfield & Swire. QUINTA, German str., 1,234, Soblesinger, 19th August-Hoihow 18th August, Rice-Siemssen & Co. Quito, British str., 2,152, S. W. C. Dougall,

18th August-Cardiff 27th June, Patent Fuel-Government. August - Bangkok 1st August, Rice and Wood-Dutterfield & Swire,

SATSUMA, British str., 2,680. Keir, 8th Aug.-New York and Singapore 31st July. General - Dodwell & Co. SAXONIA, German str., 2,782, T. Stehr, 12th August-Dalny 7th August, General and

Coal-Hamburg-Amerika Linie. SIAM, British str., 992, Robt. A. Beners, 8th August-Shanghai 4th August-Asiatic Petroleum & Co. SIBERIA, American str., 5,655. A. Zeeder, 20th

August-San Francisco 18th July, Mails and General -P. M. S.S. Co. August-Haiphong 17th Aug., General-Butterfield & Swire.

SZECHUEN, British str., 1,142, E. L. Jones, 21st August-Wakamatsu 16th August. Coal-Botterfield & Swire. TELEMACHUS, British str., 1,350, Fraser, 16th August-Saigon 12th August, Rice-Wo Fat Sing.

TINGSANG, British etr., 1,045, D. W. Ritchie. 17th August-Newchwang 9th and Chefoo 10th August, Beans and General-Jardine. Matheson & Co. TJILATJAP, Dutch str., 2,470, Kroes, 18th Aug.

-Muntok 11th August, General-Java-China-Japan Lijn. TRIUMPH, German str., 769, W. Langschwager. 21st August-Haiphong 13th and Hoihow 20th August, General-Jebsen & Co. TSURUGISAN MARU, Japanese str., 2,189. Watanabe, 20th August-Milke 14th August. . Coal-Mitsui Bussan Kaisha. YU SHUN, Chinese str., 1,079, C. Westerland.

2nd August - Shanghai 30th July, General -C. M. S. N. Co. SAILING VESSEL ECLIPSE, British 4-masted barque, 2,996, Jam.,

Kerosene Oil-Standard Oil Co.

WEATHER REPORT.

On the 23rd at 12.05 p.m.—The barometer has fallen moderately over Annan, probably owing to the formation of a depression in the neighbourhood of the Paracels, Barometric changes over other areas are slight....

A depression exists, apparently over the Pacific far to the Eastward of Luzon, and prossure remains low over N. China and the N. part of the China Sea.

The highest pressure is shown over the Pacific in the neighbourhood of the Bonins. Fresh E. winds may be expected over the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows :--DISTRICT! FORECAST.

E. winds, fresh ; . showery. S.E. winds, mo-Formosa Channel

South coast of China between | Same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

August 23rd -- AT A.M.

o,	Station	Heur	Barometer.	Temperature.	Direction >	Force.	Westher.	
lı	Vl'ostock	7 a.	29.73	64 9		- : 0	0	
d	Nemuro Flakodate		29.83 29.75		- NI		-	
	Tokio	*,	29.81		- SW	0,	- 	6
b	[Kochi	21	29.84		- StW	>		
	Nagasaki		29,80	-	- ssv		-	
ł,	Kagoshima Oshima		29.84		_]	0,	÷ .	
4	Naha		29,85, 28,85,		- B	1		
	Ishi'jima		29.84		- ssw			
3, .]	Bonin Is.	51	29.95	- -	_	ō(7	
	Chefoo Weiliniwei	6 a.	70.76				-	
đ	Hunkow	6 a.	29.76	76 7	7 862	2	0	
R	Kiukiang			_ _			-	
١.	Shanghai	9 a.	29.75	87 8	3 B	1	à ·	,
2	Gutzlaff	73		86 84	1 s	2	CV	
	Sharp Pk	60	29.80 2	85 -	- 8		b	
•	Swatow			82 79 79 9	7		h W	
*	Taihoku		29.82		. s	2	_	
1	Taichu		29.83			0	- 4	
- 1	Tainan Koshun	210	29.83	- -	: E	2	-	
	Pescadores		29.31 - 29.80 -		NW		_	
1	Canton		7.	35 76	# P 7 7 7	2	Ъ	
. 1	Hongkong 1			33 77	4 30	3	G	
	Vict. Peak Gap Rock	22	0.77		· K	2		
	Macao		29:77 - 29:82 8		16 6124	3		_
	Wuchow	9 8.			BH		G	
, [Hoihow.	.Dec	'-		-			
	Pakhoi- Phulien	0 000			_	_		
	Tourane			7 _	ENE	3	0 .	
1	C. St. James			3 3	NW	1 4	F .	
	Aparri	5 a. 2	9.77 7	5	8	4 (44)		
	Manila	0 4.12	9.80 8	1 71	Pess	A11	9	
Ì	Legaspi	Da. 2	9.75 7	3		1 1		
	Linita		OPT	2	SW	11 6	•	

F. G. Figg. Director. Hongkong Observatory, August 23rd, 1911. 1 BAROMETER, reduced to 32 degraca Fabroabeit on the level of the son in inches, tenths and hundredths. 2 TEMPERATURE, in the shade, in degrees Fahren-

Cebu , 29,83 80 - 8 2 o

Labuan , 29.88 80 -

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100. 4 DIRECTION OF WIND, to two points.

"HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 23rd.

	Previous Day at 4 p.m.	at	On Dain at 4 p.m.
Barometer Temperature Humidity	29.74 83 75	29.82 83 -77	29.74 83 74
Wind Direction Forceti Weather	East	E 3	E 2
Rain		0.01	0

Highest open air Temperature on 22nd .. 85 Lowest open air Temperature on 22nd .79

HONGKONG TIDE TABLE.

From 24th to 30th August, 1911.

HIGH WATER.				Low WATER		
Days of West.	Days of Month	H'kong Mean Time,	Height.	H'kong Mean Time.	Height,	
Thurs.	24	h. m. m 9 3 10 38 a	1t. in. 7 8 4 9	h. m. m 2 26	ft. in.	
Fri.	25	m 9 51 11 3 a	7 6	3 56 a m 3 13 4 30 a	2 9	
Sat.	26	m 10 36 11 27 a	7 2	m 3 57	2 7	
Scn.	27	m 11 17 11 52 a	6 7 5 5	5 2 a m 4 39 5 32 a	2 6	
Mon.	28	m 11 56	5 ¹⁻¹	m 5 22	2 7	
Tues.	29	n 9-20 0.36 a	5 6	m 6 10	2 9	
Wed.	30		5 7	6 27 s m 7 9 6 49	2 8.	

White, 12th May-New York 20th Jane

ARRIVALS. CHENAN, British str., 23rd August-Canton.

Daigi Maru, Japanese str., 846, H. Marayama, 23rd August-Tamsui, Amoy and Swatow 22nd Aug., General-Osaka Shoson Kaisha. HAICHING, British str., 1,286, W. C. Passmore, 23rd August -- Foochow and Amoy 22nd Aug., General-Donglas, Lapraik & Co. Hopsang, British str., 1,359, J. M. Hay, 23rd August - Hongay 20th August, Coal-

Jardine. Matheson & Co. -Hutenow, British str., 23rd Aug.-Canton. LUCERNA, British str., 2,072, A. L. French, 23rd August-from Palembang, Bulk oil-

Asiatic Petroleum Co. Lynemoon, German str., 1,336, F. v. Pilgrim, 23rd August - Saigon 19th Aug., General-Hamburg-Amerika Linie. MICHAEL JEBSEN, German str., 952, T. Peter-

sen, 23rd August-Haiphong 18th and Hoihow 22nd Augu t, Coal and General-NIPPON MARU, Japanese str., 2,331, 1. Sone,

23rd August-Moji 17th August, Coal-Ataka & Co. Nogr. British str., 4,179, G. Philipps, 23rd August-Yokohama 8th August, General

-P & O. S. N. Co. ORESTES, British str., 2,992, T. W. Flynn, 23rd August-Singapore 17th August, General -Butterfield & Swire. Ryoja, Norwegian str., 3,807, E. Meyer, 22nd

August-Portland 20th July, Flour and Lumber - P. & A. S. N. Co. TAISHUN, Chinese str, 1,216, R. G. Paramore 23rd Aug.-Bhanghai 19th Aug., General -C. M. S. N. Co.

CLEARANCES. AT THE HABBOUR MASTER'S OFFICE. 23rd August. Borneo, German str., for Jesseltou: Japan, British str., for Shanghai. Michael Jebsen, Gorman str., for Swatow. Nove. British str., for Singapore. Orestes, British str., for Shanghai, Quinta, German str., for Bangkok. Sungkiang, British str., for Haiphong. Tingsang, British str., for Swatow.

DEPARTURES 23rd August. BUELOW, German str., for Shanghai. COBLENZ, German str., for Kobe. HAIMUN, British str., for Swatow. HSINCHANG, Chinese str., for Foochow. KLEIST, Gorman str., for Europe, &c. KWONGSANG, British str., for Shanghai: Soshu Maro, Japanese str., for Swatow. VESTFOLD, Norwegian str., for Saigon.

PASSENGERS.

Per Lyeemoon, from Saigon, Mr Scellery schky.

Per Norv, for Hongkong, from Shangha Mr F. C. Evans from Yokohama, for Singa pore, Mr F. Coates; for London, Dr. F. Simpson and L. Ogilvie: from Shanghai, for Marseilles. Mr C. Maxwell and Miss M Carthy; for London, Mrs and 3 Misses Broom hall and child. Miss Loith, Mr. J. McGrego Mr and Mrs Graves, infant and amab. M Walker, Mrs Kingsmill and Miss Widler.

VESSELS EXPECTED.

THE AMERICAN MAIL. The P. M. S.S. Co. str. Manchuria sails from San Francisco on the 2nd instant for Hongkong, via Honolulu, Yokohama, Koli Nagasaki and Shangbai, and is due to arri at Hongkong on the 29th instant. The T.K.K. str. Chiyo Maru sailed from

San Francisco on the 9th inst. for this port en route Honolulu, Yokehama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on or about the 5th prox.

THE AUSTRALIAN MAIL. The N.Y.K. str. Nikko Maru (Australian Line) left Sydney for this port via ports on the 9th inst., and is expected here on the 28th inst. The E. & A. str. Eastern from Sydney, &c., left Port Darwin on the 16th instant morning for Manila and this port.

The E. & A. str. Aldenham left Sydney on the 16th instant for this port (via Queensland Ports and Manila .

THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of India arrived at Shanghai at 9.30 a.m. on the 21st instant, and left again at 6 p.m. same day for Hongkong, where she is due to arrive at 10 a.m.

A wireless message from R.M.S. Monteagle sent at 10.30 a.m., Monday, 21st August, when the vessel was 746 miles distant from Japan, advised all well and that the Commander expects to reach. Yokohama at daylight on Thursday, the 24th instant.

THE INDIAN MAIL. The Indo-China str. Namsang left Calcutta for the Straits and Hongkong on the 15th inst., and is due here about the 31st inst. MERCHANT STRAMERS.

The P. & O. S. N. Co.'s str. Sunda left Singapore for this port on the 19th instant, at 1 p.m., and is due here to day at about 5 p.m.
The H.-A. Linie str. Silesia left Shanghai on the 21st instant a.m., and may be expected here

The H.-A. Linie str. Brisgavia left Shanghai on the 22nd instant a.m., and may be expected

here to-morrow p.m.

The "Hansn" str. Rheinfels left Singapore on the 20th instant a.m., and may be expected here on or about the 26th instant a.m. The O.S.K. str. Scottle Maru left Tacoma for this portion Japan and Manila on the 22nd

ultimo, and is due here on or about the 28th instant. The Siemssen & Co.'s str. Germania, with Mails from South sea Islands, left Yap on the 20th inst., and may be expected here on the 29th instant a m.

The str. Glenesk passed the Suez Canal-on the 25th ult, and is due here on or about the The T.K.K. str. Buyo Maru sailed from Manzanillo for Hongkong on the 8th inst., and

STEAMERS PASSED THE CANAL.

is due to arrive on or about, the 29th prox.

July 11th-Himalaya, Hyson, Moyune, Oopack, Alexia, Vorwaerts. 14th-Braemar, Kinbuck, Myrmidon, Peshawur, Sardinia. 18th-Bengloe, Nile, Print Ludwig, Welsh Prince. 21st-Idomeneus. Kamo Maru, Polynesion. 25th Glenesk, Lacrics. 28th-Sunda, Indra. Rheinfels. August 1st - Antilochus, Benvenue, Buelow, Ceylon. 4th - Agamemnon, blane, St. Patrick. 8th—Suevia. 11th—Ping Staro, St. Potrick. 8th—Suevia. 11th—Ping Suey, Slavonia, Theseus, Tranquebar. Delayed through mutilation, Vandalia. 15th—Achilles, Betalder, Nubia, Polma. 18th—Brasilia, Minhima Maru, Miyasaki Maru, Stentor, Sydney, Printess Alice, Telemachus, Gneisenau. 22nd—Bumatra, Glonfarg, Senegambia, Lovat.

ARRIVALE Am. August 22nd -Antenor, Dasre Casile.

AS LOADING. ADVERTISED

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked k," nearest Hongkong "h," midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

d d	1. From Green Island to the Harbour Master's	2. From Harbour Ma	stor's to Blake Pier	3. From Blake Pier to Na	val Yard. 4, From Naval Yard t	o East Point	
d							
-		VESSEL'S NAMES.	FLAG & BIG BERTE	CAPTAIN.	POR PREIGHT APPLY TO	то ви резрагсаво	Α.
h:	DESTINATION.	V BOOKU O INAMESSA					
					<u>*</u>	المنظم ال	Ce
m.							Ų
-	LONDON & ANTWERP VIA SINGAPORE. &c	Nork	Brit. str		P. & O. S N. Co	To-day, at 10 AM:77	Ţ
r-	LONDON, ROTTERDAM & ANTWERP LONDON, &c VIA USUAL PORTS OF CALL	CARNARTHENSHIRM	Brit. str		P. & O. S. N. Co	On 2nd Sept., at Noon	
HCL.	CANTON & ANTWERP VIA SINGAPORE. &C	SOCOTRA	Brit. str k. w.		P. & O. S. N. Co HAMBURG-AMERIKA LINIE	About 6th Sept. On 26th inst.	
he.	ROTTERDAM, HAMBURG & ANTWERP, &c ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRISGAVIA PREUSSEN	Ger. str. k. w.	Bahla	HAMUBEG-AMERIKA LINIE	On 22nd Spet.	7
-	HAVRE & HAMBURG VIA STRAITS, &c	SILESIA	Ger. str k. w.	Rouss	HAMBURG-AMERIKA LINIE	On 31st inst.	
rd.	HAVRE, BREMEN & HAMBURG, &c	RHEINFELS	Ger. str k. w	Weauson	HAMBURG-AMERIKA LINIE	On 29th Sept. About 20th Sept.	C
ral	I was an address to proper to the Control of the Co	HIRANO MARU	Jap. str	H. Fraser	OLOF WIJE CO., LTD NIPPON YUSEN KAISHA	On 30th inst., at D'light	T
Srd	ALLEGETT LES LONDON & ANTWERP VIA SINGATORE, CC.	TANGO MARU	Ger. str k. w.	K. Kawara Habel	Nippón Yusen Kaisha Hamburg-Amerika Linin	On 13th Sept., at D'light On 15th Sept.	P
ral	MARSEILLES, HAVRE & HAMBURG, &c	ALESIA	Aus. str	Tarabochia,	SANDER. WIELER & Co ,	To-morrow, at Noon	
nd	NEW YORK, VIA BUEZ CANAL BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	INDBADEO	Am, str	W. H. Lea	SHEWAN, TOMES & Co., LD.,	About 5th Sept.	8.
n d	PORTON & NEW YORK	, HOSERIC	Am. str	70 '61 Condon	ABNHOLD, KARBERG & Co	On 15th Sept. On 1st Sept.	
re	The second of the second of the property of the property of the second o	SUVERIC	Brit. str 2 m.	F. S. Cowley W. Davison	Consessed Decrease D. Co.	On 12th Sept., at Noon	; -
ral	TANCOLUTER VIA RHANGHAL JAPAN, &C	EMPRESS OF INDIA	Brit. str 1 m.	A	CANADIAN PACIFIC R. Co		-
	VICTORIA, C.B. & TACOMA VIA REELUNG & JAPAN VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c	INABA BIARU	Jap. str.	S. Tominega	NIPPON YUSEN KAISHA	On 12th Sept., at 4 P.M.	
	VICTORIA, B.C., & TACOMA via KEELUNG, S'GHAI, &C SAN FRANCISCO VIA KEELUNG, S'HAI & JAPAN &C	I MEXICO DIARU	Jap. str — — — — — — — — — — — — — — — — —	100 000 pas est to 100	Discourse Wise CO Co	On 16th Sept., at 11 A.M. On 26th inst. at 1 P.M.	v.
1	SAN TRANCISCO VIA SHANGHAI & JAPAN, &C.	CHINA	Brit, str	E. Street	PACIFIC MAIL S.S. Co	On 1st Sept., at 1 r.m.	4
	SAN FRANCISCO VIA KEELUNG, S'HAI & JAPAN, &C. PORTLAND VIA JAPAN	CHIYO MARO	Nor. str.	W. W. Greene Eivind Meyer	PORTLAND & ASIATIC S.S. Co.	On 1st Sept.	,
- 3	ATISTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str	T. Sekino	NIPPON YUSEN KAISHA	On 1st Sept., at Noon On 1st Sept., at Noon	
. 3	AUSTRALIAN PORTS VIA MANILA	COBLENZ	Jap. str —	T. Sekine	MELCHERS & Co	On 9th Sept., at D'light	1 .
19.0	KOBE & YOKOHAMA	COBLENZ	Jap. str.	L. Klugkist K. Homma		On 31st just, at 11 A.M.	Ò
	NAGASAKI, KOBE & YOKOHAMA	NIKKO MAEU	Jap. str.	M. Yagi	NITTON YUSEN KAISHA	On 30th inst., at Noon	а
	JAPAN MEXICAN, PERUVIAN & CHILEAN & JAPAN	. Tittarorm	ad Dut. str	V. Zwart	Toyo Kisen Kaisha	Quick despatch On 14th Oct., at Noon	1
#11 P	TIENTSIN VIA TSINGTAU & WEIHAIWEL	- CHEONGSHING	Brit.str.	V. McClyonmt-Liddel	JARDINE MATHESON & Co., LD	On 27th inst. at D'light	-6
,	SHANGHAI YIA SWATOW	CHENAN	Brit. str 1 m.	Mitchie Wm. Lloyd Jones	BUTTERFIELD & SWERE	To-day, at 4 P.M.	-
	SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Brit, str l m.	H. E. Evans, R.N.R C. C. Williams		On 26th inst. at Minight	
	SHANGHAI, KOBE & YOKOHAMA	RHEINFELS	Ger. str k. w.	and of the and int the	HAMBURG-AMERIKA LINIE	On 28th inst,	
	SHANGHAI, MOJI & KORE	CHINHUA	Driv, Bur, and In.		NIPPON YUSEN KAISHA	On 31st inst, at 4 P.M.	
	QUANCHAT	DELTA	, 1571% SVr]	E, P. Martin, B.N.B.	P. & O. B. N. Co JAEDINE, MATHESON & CO., LD.	On 31st inst.	1
	SHANGHAI, KOBE & MOJI	ASSATE	Drit. str.	G. W. Cockman, R.N.B.	P. & O. S. N. Co	About 14th Sept.	
	SHANGHAI, YOKOHAMA, KOBE & MOJI	CANTON	. Swed. str	Roov	OLOF WIJI & CO., LTD JAVA-CHINA-JAPAN LIJN	About 17th October.	
ry.	A PRINCIPLE AND STATEMENT OF A MICHAEL CO.	. I llatelt en abrit	Jap. str	The said the said the said the	ORANA SHOREN KATSWA	On 27th inst. at 10 A.M.	1
hni, gu-	SWATOW WEILIAIWEL CHEFOO & TIENTIBLE	N Huichow	Brit. str 1 m.	HOOKer	.] BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
. A	SWATOW, AMOY & FOOCHOW	HAICHING III	Driv. Sur Z De-	YY. U. Pazsmore	Douglas Laprate & Co	" TO-MORTOW, ALL P.M.	
for Mc-	I GOTATON, AMOV & ROOCHOW '	I HAIYANG	Drit. Str Z II.	J. W. Evans	DOUGLAS LAPRAIR & CO	On 1st Sept., at 1 P.M.	
om.	DEADYTT A	LOONGSANG	Brit. str	Tesse	JABDINE, MATHESON & Co., LD.	On 26th inst., at 4 P.M.	
M rs	I MANTTA CERU & HOLD	I FAMING	Brit, str. ,,, all m.	Pennofather	SUTTERFIELD & SWIRE	On 29th inst., at 4 P.M. On 30th inst., at 4 P.M.	1,
	MANILA, CEBU & ILOILO	YUENSANG	Brit. Str	. P. H. Rolfe	Jaedine, Matheson & Co., Ld.	On 2nd Sept., at 2 P.M.	
	MANILA, CEBU & ILOILO	is thuby for the sec of	and the second	S. Crosby	BUTTERFIELD & SWIRHA	On 9th Sept., at 4 P.M.	7
	BATAVIA CHERIBON, SAMARANG, &c	TJIMAHI	Dut. str	J. P. Scholte	🤔 Java-China-Japan Lijn 💎 🦼	Quick despatch.	
iled	SINGAPORE, PENANG & CALCUTTA	BORNEO	Uter, str.	F. Sembill	Jaedine. Matheson & Co., Ld-, Melchers & Co	To-day, at 10 A.M.	
for	KWANG CHOW WANG & HAIPHONG	. SI-KIANG	., Fran.str	E. de Catalano	MESSAGERIES MARITIMES	On 30th inst, at 9 A.ar.	1
obe, rive						1	
					The same and the s	I w	10

NORDDEUTSCHER IMPERIAL GERMAN MAIL LINES.

ď.	FOB	BTHAMERS	TONS	TO BATL.
ia st	MANILA. ANGAUR. YAP. NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. L. Klugkist,	6,750	Daylight, 9th Sept.
or n.	JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL,	5,000	Thursday 24th Aug. at 10 A.M.

For Further Particulars, apply to NORDDEUTSCHER LLOYD. MELOHERS & Co.. GENERAL AGENTS HONGKONG AND CHINA.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telefunken.

Hongkong, 21st August, 1911.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE." -

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER BAVING 5 TO 7 DAYS' OCEAN TRAVEL.

- 10 M			
From Hongkong.		From Quebec.	
MPRESS OF INDIA" SAT., 2nd MPRESS OF JAPAN" SAT., 23rd ONTEAGLE" SATURDAY, 14th MPRESS OF INDIA" SAT., 4th	Sept. "ALLEN Sept. "EMPRE Oct. Nov. "EMPRE	LINE" FRIDAY, 29th Sess of IRELAND"Fel., 20th O	ep ot

Steamships leave HONGKONG at 6. P.M. THE Quickest route to CANADA, UNITED STATES and EUROPE, salling at I SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Falatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) £43,, ... £45.

and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," or ries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information Maps, Routes, Handbooks, Kates of Freight and Passege, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

LLOYD. BREMEN PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

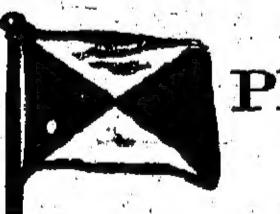
FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

í.	STEAMSHIP "RYGJA"	Ton 3,82		CAPTAIN Eivind Moyer	To SAIL On 1st September.
	Through Bills of	Lading issued	to Pacific Co	ast Points and all	Eastern Canadian and ormation, communicate,
	with or apply to				J. HALTON

KING's BUILDING, (Opposite Blake Pier).

O. HADION, AGENT.



PHILIPPINES

STEAMBHIP .	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 30th Aug., 4 P.M.
	4000	S. Crosby	Manila, Cebu & Iloilo	On 9th Sept., 4 P.M.

SHEWAN, TOMES & Co., General Managers. For Freight or Passage, apply to PHILIPPINES S.S. Co. Hongkong, 22nd August, 1911.

BEKANNTMACHUNG.

Kaiserlich Deutschen Honsulats in Canton werden während des Jahres 1911 im OSTABIATISCHEN LLOYD, der CANTON WEEKLY News und nach Bedarf auch in der Hongkond. BAILT PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES KONSULAT. Canton, 15, Dezember, 1910.

BEKANNTMACHUNG.

TIE Bekenntmachungen aus dem genihies Handelsregister, sowie andere gesetzlich vorgeschriebene Veroeffentlichungen werden im Jahre 1911 durch.

"OSTASIATISCHEN LLOYD" "HONGKONG DAILY PRESS"

KAISERLICH DEUTSCHES KONSULAT. Swatau, den 21. Dezember 1910. [1424

BEKANNTMACHUNG.

TE amtlichen Bekanntmachungen des TIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Holhow Werden 1th Jahre 1911 durch den "OBTASIATISCHEN LLOYD' und "THE HONGKONG DAILY PRESS"

KAISERLICH DEUTSCHE KONSULAT. Pakhoi, den 20. Dezember 1910.

ON SALE.

MAIL TABLES

FOR 1911. It Europe and America, and the dates of their xpected arrivel as well at their destinations, as he dates of return Mails.

Mounted on Card ... 30 Cents On Paper 20 ,

On Sale at the Hongkong Daily Press Hongkong, 6th February, 1911.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). at SINGAPORE, PENANO CALCUTTA, COLOMBO, ADEN. SUEZ AND PORT SAID. (Taking Cargo at through rates to the PERSIAN. GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON." Capt. Tarabochia, will be despatched as above TO-MORROW, 25th Aug., Noon. This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight. apply to

SANDER, WIELER & Co., Princes Buildings. Hongkong, 24th August, 1911.

INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malabar Coast).

HE Steamship

"INDRADEO," Capt. W. H. Lea, will be despatched above about the 26th inst. This Steamer has excellent accommodation

for a limited number of First-Class Passengers and attention is directed to the moderate rate of Passage Money Chargest. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 5th August, 1911. [1002]"SHIRE" LINE OF STEAMERS, LTD FOR LONDON, ROTTERDAM AND

FIHE Steamship

"CARMARTHENSHIRE." Capt. R. L. Daniel, will be despatched as above on TUESDAY, the 29th August. The attention of Passengers is directed-to the excellent accommodation provided by this Steamer at Moderate Rutes. A Doctor and Stewardess are carried, and all Cabins are fitted with Electric Fans.

For Freight or Passage, apply to JARDINE, MATHESON & COLLID. Agents. Hongkong, 17th August, 1911.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA. ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMBRICAN AND SOUTH AFRICA -

HE Steamship

required.

"ARCADIA." Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 2nd Sept., 1911, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "Mongolia," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 14th Oct., 1911. Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are

For further particulars, apply to E, A.-HEWETT, Hongkong, 21st August, 1911.

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

"KATUNA," ... On or about 5th Sept. For freight and further information apply to-SHEWAN, TOMES & Co. General Agents. Hongkong, 15th August, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. Shows the dates of departure of the Mails (With Liberty to Call at the Malabar Coast.)

> "ROSERIC," Will be despatched for the above Ports on FRIDAY, the 15th September. For Freight and Passage, apply to ARNHOLD, KARBERG & Co., General Agenta.

Hongkong, 22nd August, 1911.

ORIENTAL

STEAU NAVIGATION COMPANY.

		" WILLION COM		
N.	POR	STEAMERS	TO SAIL	RE MARKS
VIA 8	SINGAPORE, 1		5 24th Aug.	Freight and Passage.
SAID	and MARSEILL	RT SOCOTRA Capt. G. J. Coldwell	About 5th Sept.	Freight only
SHANG!	HAI, MOJI, KO OKOHAMA	OBE SUNDA Capt H. G. Evans, R.N.R.	About 25th Aug.	Freight and Passage.
SHANG	HAI	DELTA Copt. E. P. Martin B.N.B.	31st Aug.	Freight and Passage.
	un in	Capt. G. W. Cockman	(14th Sept.	Passage.
OF CAL	N VIA USUAL PO	Capt. S. Barcham	Noon, 2nd Sept.	3 See Special Advertisement
I	For Further Partic	ulars apply to	E. A. HEWE	

CHINA NAVIGATION CO., LD.

Hongkong, 22nd August, 1911.

	SAILINGS	SUBJECT	TO ALTERA	MCIT	100	."
Carlo San Carlo	FOR	4	STHAMERS .	, ,	TO SAIL	30
HOISOW and	HAIPHONG		NGKIANG"	On 24th	Ang. 8	A.M.
SHANGHAI .	4	*CH	ENAN"	On 24th	Aug. 4	P.M.
SWATOW, W	EIHAIWEI,	CHEFOO	TOTAL CONTROL OF	0 044		360 %
and TIENTS	IN	} " H	OTOHOM	On 24th	Aug., 4	P.M.
AMOY, TSING	TAU & NEW	CHWANG" K	ASHING"	. On 26th	Ang. 4	P.M.
SHANGHAI		· · · · · · · · · · · · · · · · · · ·	NAN"	On 26th	Aug. M	night
MANILA, CE	BU and ILOIL	O "TA	MING"	On 29th	Aug., 4	P.M.
BUANUMAL		"CH	INHIIA"	On Trut	And 4	O Minne
DI	RECT SAILI	NGS TO WE	T RIVER, Twice	Weekly.		

S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS

("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommoda-tion, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Houghong for Shaughai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtaze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. TELEPHONE 36

REDUCED FARES:—SINGLE \$45......RETURN \$75. For Freight or Passage apply to-BUTTERFIELD & SWIRE, Hongkong, 24th August, 1911.

AGENTS. FOR SWATOW AND RETURN. (Occupying 3 Days).

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

13 1GHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW. AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	7 40, 1	CAPTAIN		LU	TAING.	
"HAICHING" "HAITAN" "HAIYANG"	Capt	. W. C. Passmo J. S. Roush J. W. Evans	TUES	DAY, 29th	Aug., at 1 r. Aug., at 1 r Sept., at 1 r	м.
			mr oremno			

During the Month of August, RETURN TICKETS available for Three will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkon v. 23rd August, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HO	ONGKONG (SUBJECT TO ALTERATION)
POR	RTHAR TO TO THE TAX TAX
+ SHANGHAI VIA SWATOW	TINGSANG Thursday, 24th Aug., Noon.
MANILIA	"LOUNGSANG" Saturday, 26th Aug., 2 P.M.
*TIENTSIN YIA TSINGTAU and	"CHEONGSHING" Sunday, 27th Aug., D'light.
* SINGAPORE, PENANG & CALCUTTA	
*†SHANGHAI, KOBE & MOJI	. "NAMSANG" Friday, 1st Sept., Noon.
* MANILA	
RETURN TO	URS TO JAPAN.

(OCCUPYING 24 DAYS). The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light... A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yargtsza Ports, Tsington, Weihniwei, Chefoo lientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Boogkong, 24th August, 1911. WENEBAL MANAGERS.

HAMBURG-AMERIKA

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

co MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK, AKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean

Levantine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG: HOMEWARD.

į	OUTWARD.	FOR HAVRE &
50.	2 SHNGHAI, KOBE & YOKOHAMA:	_ S.S. SILE
C.C	A SHUGHAI, MODE & TOROHAMA:	FOR ROTTERD
	CO TOTAL COLUMN	S.S. BRIS
	S.S. RHEINFELS : 28th Aug.	FOR HAVEE, 1
-	S.S. SUEVIA 6th Sept.	8.8. AMB
	S.S. SENEGAMBIA 20th Sept.	FOR MARSEIL
	S.S. BAYERN 6th Oct.	S.S. ALE
= 1	S.S. ARCADIA 18th Oct.	FOR ROTTERD
1	S.S. SLAVONIA ord Nov.	S.S. PRE
.*	SS SCANDIA 16th Nov.	ROR HAVEN

For Further Particulars, apply to-

Hongkong, 22nd August, 191

& HAMBURG: ESIA ... 25th Aug. AM, HAMBURG & ANTWERP : SGAVIA ... 26th Aug. Bremen & Hamburg: ... 31st Aug. LLES, HAVEE & HAMBURG: ... 15th Sept. DAM & HAMBURG: EUSSEN 22nd Sept.

HAMBURG-AMERIKA LINIE.

Bongkong Office.

S.S. RHEINFELS ... 29th Sept.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION DATE OF SAILING.

*AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, 6th Oct., at Noon. FRIDAY, 13th Oct., at Noon. FRIDAY, 13th Oct., at Noon. THINYO MARU ... 21,000 ... H. S. Smith ... FRIDAY, 3rd Nov., at Noon. † Triple Screws, turbine engines. Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAI-CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

· DATE OF SAILING. STEAMER 10,500 ... SATURDAY, 14th October, at Noon. BUYO MARU WEDNESDAY, 13th December, at Noon. 11,000 ... HONGKONG MARU ... 17,500 ... TUESDAY, 18th February, at Noon. KIYO MARU... "HE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU,

on SATURDAY, 14th October, at Noon. FARES FROM HONGKONG: To VALPARAISO

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—
TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic,
Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

ment of China and Japan. TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only), These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 212 knots.
Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

K. MATSDA, AGENT,

King's Building (Opposite Blake Pier).

THE CHICAGO. MILWAUKEE AND ST. PAUL BAILWAY, (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico.

FOR	STEAMERS	-Tous (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASARI, KOBE, YOKKAICHI, SHIMIDZU ADD YOKOHAMA	L. SEWITTE MAKE	6,182 6,182	WED'DAY, 6th Sept., at 11 A.M. TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAY, MOJI, KOBE, YOKKAICHI, SHIMIDZU ADD YOKOHAMA	I MENTE CONTRACTO	6,064 6,064	SATURDAY, 16th Sept., at 11 A.M. TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

FOR	STEAMERS	CHAVES.
TAMSUI VIA SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 27th Aug., at 10 A.M.
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 30th Aug., at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of :a 1st Class \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Brauch Office, at Second Floor, No. 1, Queen's Buildings S.-HIROL

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

s.s. "SI-KIANG." Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 30th Aug., 1911, at 9 A.M.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

MPPONYUSENKAISHA



KOBE and YOKOHAMA

THE JAPAN MAIL STEAMSHIP CO.)

SUBJECT TO ALTERATION.

SAILING DATES HIRANO MARU WEDNESDAY, 30th MARSEILLES, LONDON and ANTWERP, via SINGA-PORE, PENANG, Aug., at Daylight. Capt. H. Fraser, TANGO MARU (WEDNESDAY, 13th 8.000 | Sept., at Daylight. Capt. K. Kawara, COLOMBO, SUEZ KAMO MARU PORT SAID ... WEDNESDAY, 27th. Capt. F. L. Sommer. 9,000 Sept., at Davlight. KAMAKURA MARU SATURDAY, . 9th Sept., from KOBE INABA MARU VICTORIA, B.C. and [8 TUESDAY, 12th SEATTLE, via KEELUNG. Capt. S. Tominuga, 7.000 t . Sept., at 4 P.M. SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU TAMBA MARU STUESDAY, 10th Capt. K. Noda, and YOKOHAMA ... Oct., at Noon. SYDNEY and MELBOURNE, via MANILA, THURSDAY YAWATA MARU SFRIDAY, ISLAND, TOWNSVILLE Capt. T. Sekine, Sapt., at Noon, and BRISBANE MOJI and BOMBAY MARU (WEDNESDAY, 30th SHANGHAI. KOBE ... Capt. J. Teranaka, --5,000 l Ang. NAGASAKI. KOBE and f NIKKO MARU WEDNESDAY, 50th YOKOHAMA ...

Omitting Keelung and Shimizu. Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. I Cargo only.

Capt. M. Yagi,

AKI MARU

· Capt. K. Houma.

6,000 L Aug., at Noon.

7.000 \ Aug., at 11 A.M.

THURSDAY, 31st

LINE OF STEAMERS

KOBE AND CALCUTTA.

Regular Service (once in every 18 days) FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON. The First Steamer to sail from Hongkong :-

"JINSEN MARU," TONS 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS. Commencing 1st Jane, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return, \$120 **\$110** IST CLASS

\$100 \$ 80 \$ 70

With Option of rail between Steamers' Calling Ports in Japan. For Further Information, apply to-

T. KUSUMOTO, MANAGER. 1061-14-40]

U.S. MAIL LINE

PACIFIC

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE Beross the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION. STEAMERS SAILING DATES * SIBERIA SATURDAY, 26th Aug., at 1 P.M. * MANCHURIA..... 27,000 8th Sept. at 1 P.M. • KOREA 18.000 28th Oct., at 1 P.M. SATURDAY, FRIDAY, 10th Nov. at 1 P.M. ******** • MANCHURIA 27,000 25th Nov., at 1 P.M. • MONGOLIA..... 27,000 16th Dec. at 1 P.M * KOREA 18,000 12th Jan. at 1 P.M * Twin Screws.

All Steamers are Equipped with Wireless-Telegraphy. THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 26th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval. Military, Diplomatic and Consular Officials of the Governments of China and Japan. There Special Rates apply when travelling at their own expense and to their families. To all points:

INTERMEDIATE SERVICE.

CHINA......10,200 Tons FRIDAY, 1st Sept., at 1 P.M. PERSIA 9,000 Tons FRIDAY, 20th Oct. at 1 P.M. THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates. via Canadian Atlantic Porls. 243. FARES, HONGKONG TO LONDON via New York

HONGKONG TO SAN FRANCISCO Through Bills of Lading issued to Japan, North, Central and South American Ports For further information as to Passage and Freight, apply to the Agency of the Companies KING's BUILDING (opposite Blake Pier).

FRED J. HALTON,

SHIPPING REPORT.

-Missionaries and their families.

MANAGER

The British str. Hopsang reports: Fine weather throughout. The Norwegian str. Rygja reports: Fine weather, ship called at Japan ports.

The German str. Lycemoon reports: 19th and 21st August, fair S.W. monsoon off Paracels, long S.W. swell, strong breezes from N.E.

NOTICE TO KOWLOON RESIDENTS

TIXTRA COPIES of Daily Press are on Bale daily at the following Stores: KOWLOON BOOK STALL, Ferry Wharf Messrs. H. EUTTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road, Messrs. HUNG CHEONG. Haiphong Road Mr AH YAU, Hongkong Stall, Ferry Wharf

TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

REE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960. Hongkong, 18th August, 1911.

GUSTAV FEILER,

NETZSCHKAU

VGTL.

MANUFACTURER OF

WORSTED GOODS, WOOLLEN and UNION CASHMERES.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, Queen's Buildings, Tel. No. 960. Hongkong, 18th Angust, 1911.

goût americain

Sole Representative for Hongkong and South China Hugo C.A. Fromm, Hongkong.

Hongkong, 18th August, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE

The Empress of India, with the Canadian Muil, left Shanghai on Monday, the 21st inst., at 6 r.M., and may be expected here to-day, at 10 A.M. Thursday, 24th, 9.00 A Singapore. Penang and Colombo Jesselton, Kudat and Sandakan ... 24th, 9.00 A M Thursday. Thursday, 24th, 11.00 A M Bangkok Thursday, Swatow and Shaughai Sui Tai" Thursday,

Thursday, Swatow, Weihaiwei, Chefoo and Tientsin Port Arthur Thursday, 24th. Shanghai Triumph ... Hoihow and Haiphong 25th, Singapore, Penang and Calcutta 25th, Noon Bridgy. Swatow, Amoy and Foodbow Haiching ... Friday, Sui Tai Saturday, Indradeo ... Saturday, 26th.

KEELUNG, SHANGHAI, NAGABAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKCHAMA, Siberia HONOLULU and BAN FRANCISCO SIBERIAN MAIL TO EUROPE

Letters Saturday, 26th, (Taking Mails for Cebu and Iloilo) Saturday, 26th, Sui Tai Amoy and Shanghai Saturday, 26th, Tsingtau and Nowchwang Saturday, 26th, Tsingtau, Weihaiwei and Tientsin ... 26th. Baturday, Saturday, Shanghai Registration SIBERIAN MAIL TO EUROPE Letters Swatow, Amoy and Tamsui ... 27th, Daigi Maru Sunday, Tuesday, 29th,

Printed Matter and Sam-EUROPE, &c., India via Tuticorin. Registration ... 10.00 A M Late Letters 11.00 to Noon. Extra (Registration, with late Tourane ... Postage 10 cents). Letters posted in all the Pillar Boxes in 11.00 A M.) time for the first Clearance will be Registration, Kowloon included in this contract mail) No late fee

10.00 A M Letters Swatow, Amoy and Foochow Haitan Manils, Cobu and Iloilo ... Tuesday, Taming Singapore, Penang and Colombo Nagasaki. Kobo and Yokohama ... 29th, Tuesday. Hirano Maru Wednesday, 3 th, 11.00 A. M Nikho Maru Wednesday, 30th, 300 P M Manila, Cobu and Iloilo ... Singapore, Penang and Caloutta Thursday, 31st, 11.00 a m Fooksang ... Shanghai ... Thursday 31st, 3.00 PM Chinhua ... - SEPTEMBER:

Shanghai, Kobe and Moji
Manila (Taking Mails for Cebu and Iloilo), Namsang Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Syluey, Hobart, Launceston, New Zealand, Melbourne, Friday, Yawata Maru Dunedin, Adelaide, Perth, and Fremantie

Friday,

11.00 A M

2nd, 1.00 P M

8th, 5.00 r M

Letters ...

Saturday,

... Friday.

Printed Matter and Sam-... 11.00 A M Registration... 10.15 A M (Registration, with late SHARGHAI, NAGASAKI, KOBE, YOROHAMA: fee of 10 cents, up to HONOLULU AND SAN FRANCISCO 11.00 A.M.) SIBERIAN MAIL TO EUROPE

Registration, Kowloon ... 9.30 л м No late fee. ... Noon Lettera Swatow Amoy and Foodhow ... Friday. 1st. Noon. Haiyang ... HUROPE, &C., INDIA VIA TUTICORIN, Saturday, 2nd. (Late Letters 11.00 A.M. to NOON. Extra Printed Matter and Sam-Postage 10 cents.) ... 10:00 A M (Supplementary mail on board up to the Registration ... 10.00 A M time fixed for departure of the mail (Registration, with lat-Extra Postage 10 cents) fee of 10 cents up it (Letters posted in all the Pillar Boxes in 10.45 A.M.) Registration, Kowicon time for the first clearance will be included in this contrad usat.) ... 10.00 A M The Parcel Mail will be closed on No late fee

Friday, 1st instant, at 5 P.M. Manile Yuensang .. (Taking Mails for Cebu and Iloile) Manile (Taking mails for Cobu and Rollo), Angaur, Yap, Friedrico, Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Met. bourne, Adolaide, Porth and Fremantle

COMMERCIAL. -:0:-

EXCHANGE CLOSING QUOTATIONS.

On London:-Bank Bills, on demand226 Credits, at 4 months' sight230 ON GERMANY :--On demand.......1832 ON NEW YORK :-Bank Bills, on demand Credits, at 60 days' sight441 ON CALCUTTA:-ON SHANGRAI!-ON YOROHAMA: -On demand87 ON MANILA: On demand-Pesos-872 ON SINGAPORE:-On demand762 ON BATAVIA :-On demand1072

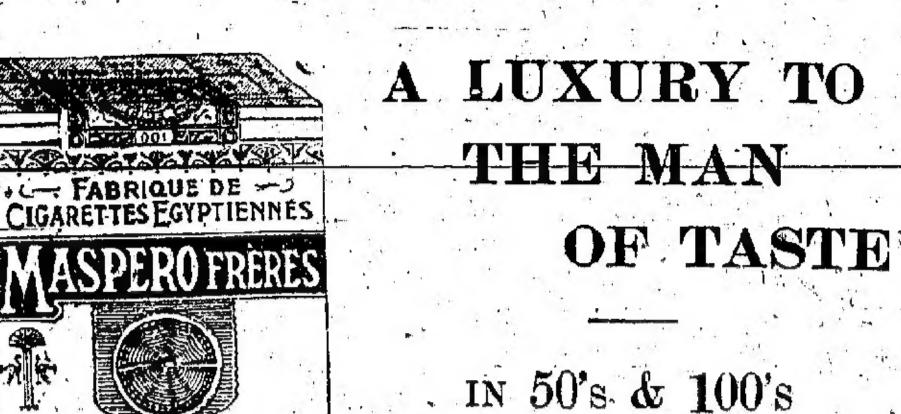
SUBSIDIARY COINS. 20 cents pieces \$6.70 discount. Hengkong ... 20

GOLD LEAR, 100 fine, per teel\$57.90

BAR SILVER, per oz.248

CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



THE MAN

AT \$4.20 AND \$2.80 PER 100

ALL TOBACCONISTS.



Hongkong ... 10 HONGKONG, AUGUST 23rd, 1911. SHARE LIST.—QUOTATIONS. CLOSING QUOTA-ALUE, PAID UP TIONS CASE. BHARES. \$887½, x div. £85 10/- x div. BANKS .-Hongkong & Shanghai Bank Corporation 120,000 89%, buyers China Borneo Company, Limited ... \$1.60, sellers China Light and Power Company, Limited. \$8, buyers China Provident, Loan & Mortgage Co., Ld... COTTON MILLS. Tls. 85. 20,000 Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld ... International Cotton Manufing Co., Ld. Tis. 46. all Tls. 61. Tls. 100 Laou-Kung-Mow C. Spin.& Weav.Co.,Ld Soy Chee Cotton Spinning Co., Limited Tls. 50 Tls. 22. 20,000 \$22½, bujers Dairy Farm Company, Limited DOCKS AND WHARVES .-H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampos Dock Co., Ld. New Amoy Dock Co., Limited 60,000 50,000 249. sales 10,000 \$8, sellers Shanghai Dock and Engineering Co., Ld. Tls. 100 Tls. 86 36,000 Shanghai and Hongkew Wharf Co., Ld., 83.90, sellers Green Island Cement Co., Limited Hongkong and China Gas Co., Limited \$213, sellers Hongkong Electric Co., Limited Hongkong Hotel Company, Limited ... Manila Metropole Hotal Limited \$175, x div. .. 60,000 15,000 37 851, buyers \$50 \$210, sellers 10,000 Canton Insurance Office Co., Limited ... China Fire Insurance Co., Limited 825 \$105. \$50 **83**50, buyers £5 Tls. 168, sellers 24,000 China Traders Insurance Co., Limited ... Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited ... \$100 \$810, buvers \$60 \$215, @ Ex73,

Hongkong Ice Company, Limited
Hongkong Rope Mannfacturing Co., Linited
H'kong& South China Steam Fisheries Co., Ld. 24th, 11.00 A M --3.00 ₽ X 3.00 P M INSURANCES .-25th, 8.00 A M 11.00 A M 25th. 1.15 P M 12,400 12,000 Union Insurance Society, Limited Yangteze Insurance Association, Limited 26th, 10.00 A M LANDS AND EVILDINGS .-\$100 all \$101, buyers 50,000 50,000 Printed Matter and Sam-Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld. 871, sales ples 11.00 A M 830 \$27, sal. & bu. all Tis. 89 Registration ... 10.15 A M Kowloon Land and Building Co., Ld. ... 78,000 (Registration, with late Shanghai Land Investment Co., Limited \$45, sal. & bu. 12,500 fee of 10 cents, up to West Point Building Co., Limited 11.00 A M). cs. 250 16,000 Registration Kowloon SociétéFrançaise desCharb'ges du Tonkin \$21, buyers 200,000 9.30 A M Raub Australian Gold Mining Co., Ld ... 25,000 No late fee \$1,10, buyers 50,000 Peak Tramways Co., Limited ... Noon 55, buyers Philippine Co., Limited 1.00 PM REFINERIES. all \$144, sellers 1,15 P M \$100 China Sugar Refining Co., Limited 20,000 2.00 P H \$33, sellers \$100 7,000 Luzon Sugar Reflaing Co., Limited ... 3.00 P M 5,00 P M STRAMSHIP COMPANIES .-\$10, sellers 30,000 20,000 \$19, buyers \$281, buyers \$67, ft don. China and Manila Steamship Co., Ld. ... 5.00 ₽.₩ Douglas Steamship Co., Limited 80,000 6.00 PM Hongkong, Canton & Macao, S.B. Co., Ld. 9.00 A.M 60,000 pref. 60,000 def. sel. £5 17. 6. Indo-Chins Steam Navigation Co., Ld , sellers 2,500,000 10,000 Shell Transport & Trading Co., Limited. ples.... 10.00 A H § \$26}, buyers \$ \$161 Star Ferry Company, Limited 10,000 6,000 20,000 South China Morning Post, Limited fee of 10 cents, up to Steam Laundry Company, Limited...
STORES AND DISPENSABLES.—

Wm. Powell, Limited ... Watkins, Limited 11.00 A M A. S. Watson & Co., Limited NOOL Weissmann, Limited 29th, 3.00 P 1 H. Price & Co., Ltd. 500 PM ,900 ordy, United Asbestos Oriental Agency, Limited, 100 fders ali \$7, bu yers Union Waterboat Co., Limited Daily Wire RUBBER. 4/8½ per lb., quiet. Para Rubber in London 1st, 10.00 A M Interest. Value. Amount. 7% p. annum Tls. 767,200 Tls. 250 Par. Chinese Imperial 1886 VE RNON & SMYTH, Share-Brokers. 1st, 10.00 A M

Campbell, Moore & Co., Limited

WASHABLE DISTEMPER. SANITARY (ASK FOR COLOUR CARD AND SAMPLES.) ITS ADVANTAGES ARE NEW STOCK

JUST + ARRIVED.

30 Colours to choose from.

STRONG DISINFECTANT. WALLS CAN BE WASHED.

NUMEROUS.

\$10, buyers \$4, buyers

\$2, buyers

\$15, buyers

\$12, buyers

Quotation

IT IS EASY TO APPLY. IN FACT, FOR THE FAR EAST

HALL'S DISTEMPER

Is an actual necessity as well as a Beautifier of

TELEPHONE 358. 14. DES VEUX ROAD, HONGKONG,

THE NESTLE & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND). AND LONDON.

Company is its

GUARANTEED FULL CREAM.

Largest-Sale IN THE WORLD.

STERILIZIO NATURAL MILK.

A trial of which will satisfy you of its, EXCELLENCE.

: apia9 20 Cents Per Tin. \$2.30 Per Doz. Tins.

\$9.00 ... Per Case of 4 Doz. Tins. ON SALE AT-LANE, CRAWFORD & Co KWAN TYE, Queen's Road Central, CHEONG TYE, Queen's Road Central, MAN YUEN, Queen's Road East, NAM HING LOONG, Queen's Road Central, MUTUAL STORES, Queen's Road Central, HONGKONG CO-OPERATIVE SOCIETY, 11, Caine Road

11, Caine Boad,

HAVE BEEN APPOINTED

Sole Agents for Messrs. Erven Lucas Bols of Amsterdam, and are now Selling their famous

BOLS GIN

LIQUEURS

Please note that we are now

SOLE AGENTS.

H. PRICE & CO., LTD.,

12 QUEEN'S ROAD, CENTRAL HONGKONG.

Indents from Wholesale Houses promptly executed.

Date	353	TO-DAY		Dan
9.15 P	.M.—Frank kating Rin	drome Circus a Fillis Circus k.	at the	Victoria
- # 35		COMING EV	ENTS	
Satur	lay. 26th	August—Four	rth G	mkhan

Meeting at Happy Valley, 5.30 P.M. Monday, 28th August - Auction of Crown Land at Conduit Road, by Public Works Dept.,

Wednesday, 30th August-Extraordinary General Meeting of the Royal Hongkone Golf Club, at Club House, Happy Valley, 6.30P M. Saturday, 2nd Sept.—Grand Promenade Charity Concert on the Volunteer Parade Ground, 9.15 P.M.

ON SALE. A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceeding the departure of the English Mails; also Table of the Yearly

Approximate Averages for 36 years FROM 1874 TO 1909. Price \$2 Cash. On sale at the "DAILY Paras" Office, or Local Booksellers

-: 0:--August 16th. Quotations are :-... \$2,703/2,750 per picul. Malwa New Malwa Old Malwa Older \$2,850/2,900 Malwa V. Old ... \$2,950/3,000 Persian fine quality Parsian extra fine ... \$2,450 Patna New ... \$2,850 Patna Old Benares New ... 52,750 Benares Old \$2.675

OPIUM.

TTISTTORS TO CANTON. Should Purchase FROM HONGKONG TO CANTON

BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD. With Illustrations, Maps and Plans. Price ... \$1.75 ()n Sale at-Hongkong: "DAILY PRESS" Office.

Messrs. RELLY & WALES. Messrs. Brewer & Co. Messra. A. S. WATSON & Co-Canton:

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